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Per. 2333 cl. $\frac{16}{35(1).[2^c]}$

EXECUTIVE DOCUMENTS

PRINTED BY ORDER OF

THE HOUSE OF REPRESENTATIVES

DURING THE



FIRST SESSION OF THE THIRTY-FIFTH CONGRESS,

1857-'58.

IN FOURTEEN VOLUMES.

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Volume 3.....	No. 11 to No. 20, except Nos. 13 and 17.
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WASHINGTON:
JAMES B. STEEDMAN, PRINTER.
1858.

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MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES,

TO THE



TWO HOUSES OF CONGRESS

AT THE

COMMENCEMENT OF THE FIRST SESSION

OF

THE THIRTY-FIFTH CONGRESS.

DECEMBER 8, 1857.—Read, and committed to the Committee of the Whole on the state of the Union, and ordered to be printed.

DECEMBER 16, 1857.—*Resolved*, That there be printed, for the use of the members of the House of Representatives, twenty thousand extra copies of the President's Annual Message and accompanying documents.

Vol. III

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
December 3, 1857.

SIR: The naval force which has been employed during the past year has been sufficient to give adequate security to our commerce, and to the persons and property of American citizens in all parts of the world.

The Home squadron, under the command of its Flag Officer, Hiram Paulding, has consisted of the steam frigates Wabash and Roanoke, the sloops-of-war Saratoga and Cyane, and the war steamers Susquehanna and Fulton. The unsatisfactory state of affairs in New Granada and portions of Central America required the increase of this squadron, and the almost constant presence of a considerable force in the neighborhood, both on the Atlantic and the Pacific. In January the Wabash returned from Aspinwall to New York with the officers and crew of the St. Mary's; in April sailed for Aspinwall; in June returned again to New York with 138 of the destitute and suffering American citizens who had been involved in the troubles of Central America; and on the 29th of July sailed again for Aspinwall, where she still remains. In May the Cyane sailed from Aspinwall upon a short cruise, touching at Carthagena, thence to San Juan del Norte; in June received on board, and transported to Aspinwall, the men who were brought home by the Wabash, and proceeded herself to Boston with 53 of the sick and wounded. On the 2d of September she sailed on a cruise to the eastward, returned to Hampton Roads October 30, and on the 19th of November sailed for Cape Haytien to the relief of an American vessel and two American seamen, seized upon suspicion by order of the Haytien government. The Roanoke, while making her six months trial trip at sea, was, under the command of Capt. Montgomery, temporarily attached to this squadron. On the 30th of May she sailed for Aspinwall, and returned on the 4th of August, with 205 of Walker's men. It being necessary to put her in dock, she was sent from New York to Boston, and put out of commission. All these men were brought home without previous orders; but such was their deplorable condition, that it was an act of humanity, which could not, and ought not to be dispensed with; and the department approved it. The expense of providing for them necessary food, clothing, and medicine while on shipboard amounted to \$7,376 16, for which an appropriation is recommended.

The Saratoga having returned to Norfolk in December, proceeded on the 16th of January on a cruise, visiting St. Domingo, St. Thomas, Venezuela, Curaçoa, Aspinwall, and San Juan del Norte; thence, by

way of Aspinwall, the island of Grand Cayman, Havana, and Key West, she returned to Norfolk, where she arrived on the 29th of April. On the 23d of May she left Norfolk for Aspinwall, and will soon be relieved by the *Susquehanna*.

The *Fulton* was put in commission in September, and sailed from Washington on the 14th of October for Mobile, New Orleans, and Chiriqui, in New Granada, for the purpose of intercepting and preventing unlawful expeditions from the United States, against Costa Rica, Nicaragua, and Mexico. Instructions, having the same object in view, were given to Commodore Paulding at Aspinwall, and Commander Chatard at San Juan del Norte. The *Susquehanna*, having been ordered from the Mediterranean to the Home squadron, has doubtless arrived at Key West, and proceeded to San Juan del Norte with similar instructions. If any unlawful expedition from the United States against Nicaragua, Costa Rica, or Mexico, shall succeed in effecting a landing, it will be because it has been able to elude the vigilance of this squadron. The *Jamestown* is now preparing at Philadelphia to join it, and will soon be ready for sea.

The force in the Pacific, under the command of the Flag Officer, William Mervine, has consisted of the frigate *Independence*, the sloops-of-war *St. Mary's*, *John Adams*, and *Decatur*, and the war steamer *Massachusetts*. A large part of this squadron has been much and usefully employed at Panama and on the coast of Central America, where its presence was deemed indispensable.

The *Independence* sailed, August 3, from Panama to San Francisco, to be stationed at the navy yard as a Receiving Ship, and for the general purposes of the yard, under the command of Commander Fairfax. During her long stay at Panama, her officers, at intervals of leisure, were engaged in surveys and expeditions of much interest. A party was dispatched, in charge of Lieutenant James B. McCauley, to explore the timber resources about the Gulf of San Miguel, the mouth of the Darien, one hundred miles from Panama. The expedition was eminently successful.

The *John Adams* was ordered home, in September, to Norfolk.

The *Massachusetts*, having been stationed in Puget Sound to aid in preventing Indian disturbances, when her presence was no longer required, was ordered to San Francisco; and, arriving there in April, was, in June, put out of commission. The *Decatur* was also employed on the northwest coast in suppressing Indian hostilities, from which she proceeded to San Francisco, thence to Panama, and arrived there March 9. On the 1st of April the officers and crew were relieved by others, sent across the Isthmus. In June she sailed from Panama for Punta Arenas and San Juan del Sur; August 5 she returned to Panama, with twenty-five of Walker's men.

The *St. Mary's* sailed from Panama, in January last, with orders to touch on the coast of Central America, and thence proceed to Jarvis and New Nantucket islands, which were supposed to possess valuable deposits of guano. She was detained on the coast of Central America by the condition of affairs there, and did not continue her course to those islands until June. Commander Davis had instructions to visit them, to make soundings, to ascertain their location, and the quantity

and quality of their guano deposits, to make other observations useful to navigation, and to return by the Sandwich Islands to San Francisco. She proceeded to the Jarvis and New Nantucket islands, made the soundings, surveys and examination which had been ordered, and, proceeding thence to Honolulu, arrived there on the 23d of September. Commander Davis reports that nothing resembling guano was found at either of those islands. He, however, procured several samples of the soil from a sufficient variety of places, fully to illustrate the character of the deposits. The American Guano Company having previously, under the act of August 18, 1856, given to the State Department the proper notice of discovery, and entered into the required bond, Commander Davis, no conflicting claims appearing, took formal possession of the islands in the name of the United States, and deposited in the earth a declaration to that effect, executed on parchment and well protected. In view of the large fleet of whale ships, in number about 200, carrying 7,000 men, that usually visit the Sandwich Islands in the fall of the year, Commander Davis, at the earnest solicitation of the United States Commissioner, and of many of the principal American merchants, decided to prolong his stay there.

Commodore Mervine having been ordered home, and the Independence to San Francisco, Captain John C. Long has gone out to succeed him, sailing from Boston, October 17, in his flag-ship, the Merrimack. The steam frigate Saranac, under Captain John Kelly, has sailed for the Pacific to supply the place of the John Adams. The Vandalia has recently left Portsmouth, New Hampshire, for the same station.

It was deemed necessary, as a measure of humanity and policy, to direct Commodore Mervine to give General Walker, and such of his men, citizens of the United States, as were willing to embrace it, an opportunity to retreat from Nicaragua. Before these instructions were received, Commodore Mervine had sent Commander Davis, with the St. Mary's, to San Juan del Sur, with instructions to protect the persons and property of American citizens. With this authority only, Commander Davis negotiated with General Walker terms of capitulation, under which he surrendered with his men, and was conveyed to Panama, whence he proceeded to the United States. Commander Davis also received from General Walker the surrender of a small schooner which he had detained, called "the Granada," and delivered her to the Nicaraguan Authorities. The action of Commander Davis, so far as he aided General Walker and his men, by the use of the St. Mary's, to retreat from Nicaragua and return to the United States, was approved by the Department; but his interference with the Granada, and her transfer to the Nicaraguan authorities, by his intervention, was not approved. The whole number of men surrendered and carried to Panama was about 364. Commodore Mervine finding his squadron suddenly encumbered with these men, in the most wretched condition, suffering for the want of everything, and endangering the health of those under his command, had no mode of relief except by turning them adrift, which was impossible, or sending them by the railway to Aspinwall. Adopting the latter alternative, he was under the necessity of drawing on the Department, in favor of the railway company, for \$7,475, being the amount which would be

due for transporting them across the Isthmus at the usual rate of charge. This bill has neither been paid, accepted, nor protested. The company voluntarily relinquished the personal responsibility of Commodore Mervine, and put the bill at the disposal of the Government. I submit it, with an expression of my conviction that Congress should make reasonable provision for it; and also for the expenses of providing these men while on shipboard with necessary food, clothing, and medicine, of which an estimate will hereafter be furnished.

The Mediterranean squadron, under its Flag Officer, Samuel L. Breese, was composed of the frigate Congress, the steam frigate Susquehanna, and the sloop Constellation. The Susquehanna, having aided in the attempt to lay the telegraphic cable across the Atlantic, has been ordered home, as already mentioned, and attached to the Home squadron; and Commodore Breese having been ordered with his flag-ship, the Congress, to the United States, they will not be replaced by others until the opening of the spring, leaving the Constellation, under the command of Captain Charles H. Bell, to look after the interests of the United States in that quarter. The vessels of this squadron have visited many ports in the Mediterranean, where their presence has had an important influence by giving a feeling of security to citizens of the United States residing there, and thus promoting our commercial interests.

The Brazil squadron, during the past year, has been under the command of Flag Officer French Forrest, and has consisted of the frigate St. Lawrence and the sloops Falmouth and Germantown. The Germantown, being ordered home, arrived at Norfolk, February 9, and, having been repaired, sailed for the East Indies on the 4th of August, to be employed as part of the force on that station. The Falmouth, having been sent home by Commodore Forrest for repairs, which being completed, was sent back at the earliest moment to rejoin the St. Lawrence. It is proposed, at an early day, to add the brig Perry to this squadron.

These two squadrons, the Brazil and the Mediterranean, have been able quietly and effectively to perform the duties required of them, respectively, without any act of direct interference.

The Jamestown, Cumberland, St. Louis, Vincennes, Dale, and Dolphin have been employed on the coast of Africa. Commodore Crabbe, late in command on that station, arriving at Philadelphia with the Jamestown on the 2d of June, was succeeded by the present Flag Officer of the squadron, Thomas A. Conover, who, on the 23d of the same month, sailed from Boston in his flag-ship, the Cumberland. The Dale left Norfolk May 5 to relieve the Dolphin, which arrived at Boston July 22. The Vincennes left New York on the 20th November to relieve the St. Louis. The sloop Marion is preparing to join the squadron. The force on the coast of Africa has fully accomplished its main object, by discharging the obligations we are under by the treaty of August 9, 1842, for the suppression of the slave trade.

The steam frigate San Jacinto, Commander Henry H. Bell, and the sloops-of-war Portsmouth, Commander Foote, and Levant, Commander William Smith, have constituted the East India squadron,

under Flag Officer James Armstrong. The duties of this squadron have been arduous, and the officers and men attached to it distinguished themselves on a memorable occasion. On the 15th of November, 1856, as one of the boats belonging to the squadron was passing up the river to Canton with the American flag fully displayed, it was several times fired upon by the Barrier forts, endangering the lives of all on board. This outrage was promptly resisted and redressed by the capture and destruction of the forts, and razing their walls to the ground. These forts, four in number, commanding the approach to Canton, were among the strongest defences of the Empire, mounting 176 guns. The prompt and decisive course pursued by Commodore Armstrong, his officers and men, has caused the flag of the United States to be respected by the Chinese, contributed largely to the security of our citizens in China, and, during the troubles which followed, has probably been the means of saving many lives and much property.

The Portsmouth, in January, sailed for Shanghai, visited all the ports north of Canton open to our vessels by treaty, and in March returned to Hong Kong. In April she was dispatched to Singapore to look into the affair of the Dutch barque "Henrietta Maria," and having accomplished the object of her visit, she proceeded to Siam with Mr. Charles William Bradley, United States Consul at Ningpo, bearing a treaty of amity and commerce between the United States and Siam for ratification by that government. While there she was visited by one of the kings of Siam, a courtesy never before extended to a man-of-war of any nation. On the 17th June she sailed with Mr. Bradley for Hong Kong, thence to Shanghai, from which port she sailed on the 29th of August for Simoda and Hakodadi, Japan. The Levant, in February, was ordered to Manilla with invalids of the squadron, to obtain a passage for them to the United States. She left Manilla in March for Shanghai, was there docked, and on the 23d of June sailed for Hong Kong. Orders were sent out on the 16th September for her return to Boston. The San Jacinto, at the latest dates, was at Shanghai, where she arrived on the 23d of June from Hong Kong, having in view the health of officers and crew which required a change of climate.

The open hostilities existing between the English and the Chinese, the consequent embarrassments of trade, and the prospect of obtaining much better commercial arrangements with China, rendered an increase of our naval force in those seas a measure of prudence, if not of necessity. Accordingly, the steam frigates Minnesota and Mississippi, and the sloop-of-war Germantown, were ordered to that station. The Minnesota sailed from Norfolk July 1, the Germantown August 4, and the Mississippi from New York August 19. The Hon. Wm. B. Reed, Envoy Extraordinary and Minister Plenipotentiary from the United States to China, went out in the Minnesota.

The steam frigate Powhatan has been ordered to China to relieve the San Jacinto, and Captain Josiah F. Tattnall to succeed Commodore Armstrong as the Flag Officer of the squadron. The late President of the United States, your immediate predecessor, having accepted the offer which you courteously extended to him of the use of a public

vessel to convey him and his family to Madeira, the Powhatan will receive them on board at Norfolk and convey them to that island.

Besides the squadrons, other vessels have been in commission. The steamer *Michigan*, under Commander Charles H. McBlair, is upon the northwestern lakes.

The steam frigate *Merrimack* returned to Boston, in March, from a successful trial trip of six months, under Captain Pendergrast; she has since gone out as the flag ship of the Pacific squadron.

The sloop-of-war *Preble*, the practice ship at the Naval Academy, under Commander Joseph F. Green, has, with the 1st and 3d classes of Acting Midshipmen, made the usual summer cruise; from which they have derived much practical information in their profession. The report of the cruise is herewith transmitted.

The store-ship *Relief*, under Lieutenant Cooke, returned to New York in January, having conveyed stores to the squadron on the coast of Brazil. The store-ship *Supply*, under Lieutenant A. F. V. Gray, performed a similar duty, sailing from New York in April, returning in August, and has since sailed with stores for the African and Brazil squadrons. The barque *Release*, under Lieutenant Simms, dispatched in November, 1856, under the direction of the Department of the Interior, to Demarara and Venezuela, to procure cuttings of sugar cane, returned to New Orleans in February with 300 tons of the cuttings. She landed her cargo, proceeded to New York, and arrived there March 19. In June, under Lieutenant Brasher, she sailed from New York for Aspinwall with stores for the squadron in the Pacific, and in August returned to Boston.

In accordance with the joint resolution of Congress approved August 28, 1856, the barque *Resolute*, late one of an English exploring squadron, abandoned in the Arctic seas, purchased by the United States from her salvors, and thoroughly repaired and refitted, was tendered to the British government. As stated in the last annual report, the *Resolute*, under the command of Commander Hartstene, sailed from New York for England November 13, 1856; she arrived at Portsmouth December 12, and on the 16th was delivered to the Queen of Great Britain in person. Commander Hartstene performed the duty assigned him to the entire satisfaction of the Department, and was received in England, both by government and people, with every manifestation of the high appreciation with which they regarded this signal mark of courtesy and friendly feeling on the part of the government and people of the United States.

The act of March 3, 1857, "to expedite telegraphic communication for the uses of the government in its foreign intercourse," authorized the employment of two ships in laying down a telegraphic cable from the coast of Newfoundland to the coast of Ireland. The *Niagara*, then at New York, nearly ready for sea, was ordered to England to aid in the enterprise. She left New York, under the command of Captain Hudson, on the 22d of April, and arrived in England on the 12th of May. The *Susquehanna*, under Captain Sands, then in the Mediterranean, was also directed to proceed to England, and to accompany the *Niagara* across the Atlantic, rendering such assistance as she might require. These vessels, with those designated for the

same purpose by the government of Great Britain, assembled in the Cove of Cork, and, on the 6th of August, the Niagara commenced laying down the telegraphic cable. After about three hundred and thirty-four miles of it had been laid, it parted, without fault of the officers or crew of the Niagara, and the fleet returned to Plymouth. The Niagara was ordered, after landing the cable, to return to New York, and has arrived. The Susquehanna returned to the Mediterranean. She has since received orders to join the Home squadron, at Key West, and has probably at that point received her orders to proceed to San Juan del Norte with the special instructions which accompanied them.

The act of March 3, 1857, making appropriations for the naval service, appropriated \$49,000 "to enable the Secretary of the Navy to arm and man the Ordnance ship Plymouth, with a view to the improvement of ordnance and gunnery practice." She was accordingly put in commission, and, on the 7th July, sent to sea on a six months' cruise, under Commander Dahlgren. Her armament consisted of four nine-inch shell guns, one eleven-inch shell pivot gun, two twenty-four-pounder and one twelve-pounder howitzers. She was ordered to cruise by the Azores to Lisbon, along the coast of France to Amsterdam, and, returning, to touch at Southampton or Bristol and the Bermuda Islands. Commander Dahlgren, having completed the cruise, has returned to this port, and will continue the drill necessary to perfect the training of such seamen as have been found capable of receiving it. The Plymouth encountered long continued boisterous weather on her return homeward, with some heavy gales, during which the heaviest of the cannon were secured perfectly with ordinary lashings, and were as well under control in a rough sea, when cast loose for practice, as could be desired. One hundred and twenty-one shells were fired at sea, during the cruise, from the 11-inch pivot gun, and "without experiencing any of the difficulties usually supposed to render such heavy ordnance nearly unavailable on shipboard." The result of the operations of the Plymouth seems to dispel all remaining doubt whether the heavy cannon which she carried would be manageable, and not only to justify the previous adoption of such ordnance in the steam frigates recently built, but also to render it expedient to extend this plan of armament. I earnestly recommend a renewal of the appropriation, and the permanent employment of a ship on this duty.

The act of March 3, 1857, making appropriations for the Naval service, directed the Secretary of the Navy "to have prepared, and to report to Congress for its approval, a code of regulations for the government of the Navy." To aid me in the performance of this duty, I convened in Washington, on the 10th of August, a board of officers, consisting of a captain, commander, lieutenant, the lieutenant colonel of the marine corps, a purser, and a surgeon, to prepare a code of regulations conforming to the requirements of the act. They are diligently engaged in the work, and have made such progress that I shall be able to submit a report to Congress at an early day.

The same act appropriated twenty-five thousand dollars to verify the survey of the Atrato and Truando rivers, with a view to a ship canal between the Atlantic and Pacific oceans. Measures were im-

mediately taken by the War and Navy Departments to organize an expedition for this object. Lieutenant Craven, of the Navy, and Lieutenant Michler, of the Topographical Engineers of the Army, were, by your direction, assigned to this duty. The schooner *Varina*, of the Coast Survey, temporarily placed at the control of this Department, was prepared at the New York navy yard for this special service, and, with suitable hydrographical and topographical parties on board, set sail on the 12th of October for the Gulf of Darien. When we consider the magnitude of the object; the influence it is destined to have upon commerce, if accomplished; its effect in binding together in closer relations the remotest parts of our confederacy, we cannot fail to regard any hopeful enterprise having this object in view as fraught with the deepest interest. It is not without hope, founded upon reliable information, that this enterprise is undertaken.

By the same act of March 3, 1857, making appropriations for the naval service, the sum of twenty-five thousand dollars was appropriated to extend and complete the exploration of the Parana and the tributaries of the Paraguay. Early in the season an arrangement was made with Mr. R. B. Forbes, of Boston, for the construction, at his own expense, of a steamer of suitable size and draught for the navigation of those rivers, to be delivered by him at some convenient point on the La Plata, and chartered by the government for the time that will necessarily be occupied in the survey. The contract for the charter of the vessel has been duly executed. She is now nearly completed, and will soon proceed to the La Plata. It is proposed to send out Commander T. J. Page, with proper officers and men, to meet her there, and to enter upon the exploration authorized by Congress. The government of Paraguay having prohibited the navigation by foreign vessels of that part of the river Paraguay which lies within its jurisdiction, some difficulty may possibly arise in completing that portion of the survey; but there are many rivers embraced within the scope of the act, the exploration and navigation of which will probably develop great commercial advantages.

Commander Page informs the Department that four charts of the former survey have been already printed; that the greater portion of the remaining sheets are ready for the engravers; and that the construction and topography of the whole work will be completed in six months if not delayed by them.

The work of publishing the survey of the late expedition to the North Pacific and Bering's Straits, under Commander Rodgers, is rapidly advancing. Engagements have been made with eminent professors in the various branches of natural history for describing the most interesting of the zoological specimens brought home by the expedition. A portion of the hydrographical work is in the hands of the engraver; the rest in a state of forwardness.

Congress at its last session authorized the enlistment of eight thousand five hundred men for the navy, instead of seven thousand five hundred, the former limit. This increase enabled the Department to employ more vessels-of-war at sea; but the number of marines has not been increased so that guards can be provided for them. To obviate this difficulty, under the authority of the naval appropriation

act of March 3, 1849, you directed the employment of two hundred landsmen as marines, in addition to the two hundred authorized to be so employed by one of your predecessors. By this arrangement the number employed as privates in the marine corps amounts to thirteen hundred and sixty-eight, while the number of landsmen is thereby diminished. I would respectfully recommend, as has been done by my predecessors, that the privates of this corps be increased. Two thousand men are deemed necessary for the ordinary detail of the service.

Wishing to give greater efficiency to this important branch of the service, I have recently directed that there be furnished to the headquarters of the corps a battery of two 32-pounders and four of Dahlgren's field guns, that the officers and men may be instructed in their drill before being sent to sea. They will then be able to act as infantry, serve a division of heavy artillery on shipboard, or the field pieces on landing.

The naval appropriation act of August 15, 1856, appropriated ninety-six thousand dollars for the erection and completion of marine barracks at Brooklyn, New York, and sixty thousand dollars for the same purpose at Pensacola, Florida. The site for those at Brooklyn requiring piling and filling in, not yet completed, proposals have not been invited for the erection of barracks there. Proposals for those at Pensacola were invited by my predecessor, but as the lowest bid was beyond the limit of the appropriation, plans and specifications were directed to be made for smaller buildings, and on the 21st of September proposals were again invited. Seventeen were received, and those of Mahon & Gibbon for fifty-three thousand eight hundred and forty-seven dollars, being the lowest, the contract was awarded to them. The marine barracks at Boston, Philadelphia, and Norfolk are represented to be contracted and entirely unfit for use; and the Commandant of the Corps recommends that provision be made to purchase ground and erect suitable buildings at those places.

I would respectfully invite your attention to General Henderson's report for the general condition of the corps.

Two appropriations, each of twenty thousand dollars, have been made for the construction and completion of a coal depot at Key West, in Florida. A wharf has been built, but the foundation having partially failed, it is deemed unsafe. A coal shed has been commenced, but is neither covered in nor paved. The constructing engineer reports that a similar one, parallel to it, is needed for soft coal, that having been designed for anthracite; that the sheds will be of little use without a substantial and permanent wharf from which vessels can receive their supply; that the site of the present wharf is excellent, having a depth of water of twenty-five feet; that the construction of two railway tracks from the wharf to the coal sheds will be necessary; and that to complete what he proposes would require an appropriation of one hundred and seventy-five thousand dollars, the former appropriation having been exhausted. In view of the admirable position of Key West for conveniently supplying with coal the steamers of the Home squadron, I would earnestly recommend that suitable provision be

made, by legislation, for the completion, upon a proper scale and in an economical manner, of this important public work.

The act of January 28, 1857, authorized the President to purchase a site for a Naval Depot on Blythe island, in the State of Georgia, and to erect such buildings and to make such improvements as may be necessary to repair vessels-of-war and to afford them refuge. A board of officers, consisting of Captain McIntosh, Commander Hartstene, Lient. Brooke, and a civil engineer, Mr. Calvin Brown, were directed to examine the island and the adjacent waters. In pursuance of their report, about one thousand one hundred acres of the southern portion of the island have been purchased for \$130,000. The Attorney General having certified that the title is good, and the State of Georgia having consented to the purchase, and thereby ceded the requisite jurisdiction, the purchase money has been paid. Immediate steps will be taken to prepare the site for the purposes expressed in the act of Congress.

The war steamer building at Hoboken by the executor of Robert L. Stevens was first authorized by the act of April 14, 1842. The present contract provides that Mr. Stevens should build the vessel on his own plan and deliver her to the government for the sum of \$586,717 84; and that after the sum of \$500,000 should have been paid on account, she should be examined by a board, and if she could be completed for the balance of the appropriation, then it should be paid. This balance of \$86,717 84 has been appropriated by Congress to enable the Department promptly to make the payment when it should be due. On the 19th of February, 1856, a board was appointed, and in their report of March 7, 1856, they estimate that, in addition to the sum of \$500,000 already paid, there will be required the further sum of \$812,033 68 to complete the vessel. The balance appropriated August 16, 1856, remains therefore in the treasury. Mr. Stevens and his executor have expended upon the vessel the sum of \$702,755 37. It is now proposed by the executor that the balance of the contract price—that is to say, the sum of \$86,717 84—be paid to him from time to time as an equal amount in work and materials shall hereafter be put upon the vessel, the same being secured to the government by a pledge of the whole. As the vessel is already virtually owned by the government, and will be of little value unless completed, it is deemed proper to invite attention to the inquiry whether it may not be expedient to authorize the application of the balance in aid of the means of the executor, and in the mode proposed, to the accomplishment of the work.

The Naval Academy, at Annapolis, now under the charge of Captain Blake, the successor of Captain Goldsborough in the administration of this important and delicate trust, is in a flourishing condition. It is to the Navy what the Military Academy is to the Army—an institution not merely of great utility, but of indispensable necessity, without which, in the present state of science, an accomplished and efficient corps of officers could not be secured. There are now attached to it, for purposes of instruction, 176 acting midshipmen. At the close of the last academic year 15 graduated, and 89 have since been admitted. The report of the last annual board of inspecting officers speaks in terms of high commendation of the discipline and police regulations of the institution; of the performance of the students in field artillery

and infantry tactics; in the exercise of the great guns in battery, and in shell and shot practice at the target; of the admirable acquirements of the graduating class, and of the successful management of the academy, now no longer an experiment. It also proposes some measures deserving earnest consideration, and others which in due time ought to be carried into effect.

The joint resolution of March 3, 1857, directing the Secretary of the Navy to cause medals to be struck and presented to Dr. Kane, his officers and men, I have been unable to carry into effect, because Congress accidentally omitted to make an appropriation for that object.

When I entered upon my duties in this Department I found a Naval court of inquiry already organized under the act of January 16, 1857. Deeming it important that the investigation directed by that act should be brought to an early conclusion, I immediately organized two additional courts. These three courts have prosecuted their labors with great assiduity. The result in many cases has been presented to you. As to all those cases in which the courts have recommended restoration to the active list, or to the service, or a transfer from furlough to leave pay, you have approved the action of the courts; and when you shall have presented corresponding nominations to the Senate, you will have done as to them all which this act has committed to your discretion. As to those cases in which the courts have recommended no change, the action of the President, whether it be that of approval or disapproval, will not vary the result, but leave the parties *in statu quo*, as if there had been no inquiry. The President having no power to change the state of any person already in the navy, except by dismissal, or by promotion with the advice and consent of the Senate, or to restore any person to it except by a new appointment, with the advice and consent of the same body, it is obvious that little could be done to remove or palliate the presumed evil which it was the object of that act to remedy, except by the prompt execution of the act itself. Unwilling to be drawn into any allegation against those officers who had been affected by the action of the Retiring Board, I examined the act of Congress to see if any such duty had been imposed upon me. I found that it admitted no latitude of construction. It directed a definite inquiry. It prescribed the exact limits of the investigation. It left in the Department no power to enlarge, or to restrict, or to modify. It directed the physical, mental, professional, and moral fitness of the officer for the naval service to be investigated by a court of inquiry. Accordingly the precept to the court in every case directed that precise inquiry. Instructions were given to the Judge Advocates in every instance where the party desired it to take the initiative, and to present all the evidence which they intended to introduce before the party should be called upon to respond to it, and then to give him ample opportunity. They were directed to consent to depositions when necessary or convenient. They were instructed, when reasonable objection should be made to any court, to give way to it, and to interpose no obstacle to the transfer of the case to another court, to which there should be no objection. These instructions were given to insure a fair, impartial, and faithful execution of the intentions of Congress.

The policy has been adopted of shortening the period of the cruise in all remote seas, and several ships have been ordered home in pursuance of it. The necessity of the change has been long felt. It will conduce to the preservation of the health of both officers and men. Long exposed to the enervating influences of hot climates, they are often broken down, or their usefulness in after life impaired. It will facilitate enlistments. Making the service more acceptable to seamen by more frequently returning them to their homes, it will make them more ready to engage in it. It will promote economy. The ships returning from a short cruise of two years, will be ready for sea again without being subject to those searching repairs to which they are generally subjected after one long absence in view of another equally long. It will contribute to the increased activity, efficiency, and usefulness of the navy, by making it more a school of actual experience to officers and seamen, and by presenting our ships more frequently wherever there shall be American commerce or American citizens to be protected. These considerations have led to the adoption of this change, and it will probably be permanent, unless experience shall disprove its utility.

At the same time the proportion of landsmen and boys allotted to a national ship has been increased. There is often great difficulty in obtaining seamen, and still greater in obtaining American seamen—the best in the world for the United States service. The employment of landsmen and boys contributes much to remedy the inconvenience. They soon become trained and fit to take the place of seamen; and instead of being starving supernumeraries in the population of the larger cities, they become efficient and useful members of an improving and valuable class, without which neither a naval nor mercantile marine can be sustained.

Congress having at its last session authorized the building of five steam sloops, and appropriated a million of dollars towards the object, measures have been taken for their immediate construction. They will be built at Boston, New York, Philadelphia, Norfolk, and Pensacola—one at each of those places. That at New York will be built by contract, in the yard of Mr. Jacob A. Westervelt. The act having expressly authorized their construction by contract or otherwise, it has been deemed expedient to commit one of them wholly to private enterprise. The object is to open the way to improvement, by summoning the skill and genius of the country to contest the palm of superiority with the navy yards in the endeavor to give the government the best sloop-of-war that can be built. But as the government has its own establishments, provided at immense cost, and thoroughly organized and supplied with the requisite materials, it was thought to be expedient, and, indeed, necessary, to employ them in the construction of the others. The Department, after having advertised for the best model, plan and specifications, and received thirteen proposals, organized a board composed of the most experienced naval officers, naval constructors, and chief engineers, to aid in awarding the contract according to the terms of the advertisement. I am confident that the result, both as to the ship built by the private contractor and those built at the navy yards, will reach as high a point of

excellence as is at present attainable. They will be constructed with water-tight compartments—an improvement in the mode of construction which, in case of disaster, will often save the ship from going to the bottom, and ought generally to be introduced where many lives are at stake.

The act authorizing the five sloops-of-war having specified the class of vessels to be built, did not admit of the construction of small steamers of light draught, which are very much wanted in the public service. For some years past the government has had no means of supplying its indispensable wants, except by hiring small steamers as occasion might require. At this moment, when much needed, we have no vessels which can penetrate the rivers of China. We have few that can enter most of the harbors south of Norfolk. Harbors which are the recipients of hundreds of millions of our commerce are not accessible to most of our public ships. This state of destitution is so remarkable that it should attract particular attention, especially as some of our greatest interests and most vulnerable points are thus left exposed. Besides, this class of steamers, of light draught, great speed, and heavy guns, would be formidable in coast defence. They cost but little in construction, and require but little to keep them in commission, and, for most practical purposes in time of peace, are as effective as larger vessels, and often more so. One or more of them should be at every point where we maintain a squadron. Three or four should be constantly employed on the Atlantic and Pacific coasts. Economy, efficiency, and utility combine to recommend them as almost indispensable. Ten of them would be of incalculable advantage to the naval service, and would cost \$2,300,000.

Under the present small appropriation for testing improvements several trials have been made; but the Department feels itself crippled by the limited appropriation. The sum of ten thousand dollars is not adequate to do justice to improvements which promise public utility. Men of inventive genius are so devoted to the one favorite pursuit that they are most frequently without the means necessary to test their inventions. Were Congress to appropriate tenfold the sum now allotted to this object for naval purposes, a single successful result, after a hundred failures, would reimburse the whole cost, while the influence of the measure in aiding the progress of improvement in the naval service could hardly be over estimated.

It is impossible, without doing injustice, to give a summary of the reports of the Chiefs of Bureaus of this Department. They have presented a full and detailed statement of the condition of the service in the respective branches committed to their particular charge; of public works prosecuted, of improvements introduced, of evils remedied, and many suggestions and recommendations which deserve the consideration of Congress. Their reports exhibit detailed statements of the expenditures of the present, and estimates for the ensuing fiscal year. I commend them to particular attention, as exhibiting a full view of the actual condition of the navy and its auxiliary establishments, so far as they are under the immediate supervision of the Bureaus.

The estimates for the support of the navy and marine corps, and

for all other objects under the control of the Navy Department for the fiscal year ending June 30, 1859, are—

For the support of the navy and marine corps.....	\$9,749,515 01
For special objects.....	4,866,783 22

Making.....	14,616,298 23
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The aggregate estimates for the fiscal year ending June, 1858, were \$13,803,212 77, being \$813,085 less than the present estimates. This difference is principally caused by estimating \$250,000 for the armament for the five new sloops, \$350,000 more than last year for building the sloops, and by estimating for provisions and pay for one thousand additional men, authorized by the act of March 3, 1857.

The expenditures for the year ending June 30, 1857, for all purposes under the control of the Department, were \$12,632,696 81. Of which \$4,343,698 14 being for special objects, the legitimate expenses of the navy and marine corps for that period were \$8,288,998 67.

A review of the present condition of the navy, and of the establishments connected with it, has afforded me great gratification. I see in them, taken in connexion with our commercial marine and our immense resources, the means of promptly putting afloat a naval force equal to any exigency likely to arise in the history of the country. It is not the policy of our government to maintain a great navy in time of peace. It is against its settled policy to burden the resources of the people by an overgrown naval establishment. It is universally admitted to be inexpedient to endeavor to compete with other great commercial powers in the magnitude of their naval preparations. But it is the true policy of our government to take care that its navy, within its limited extent, should be unsurpassed in its efficiency and its completeness, and that our preparatory arrangements should be such that no event shall take us altogether by surprise.

I have the honor to be, very respectfully, your obedient servant,

ISAAC TOUCEY,

Secretary of the Navy.

To the PRESIDENT.

List of papers accompanying the report of the Secretary of the Navy of December 3, 1857.

- A.—List of deaths, resignations, and dismissals in the navy since the last report.
- B.—Report of the annual board of naval officers of their examination of the organization and condition of the Naval Academy at Annapolis, Maryland.
- C.—Report of the superintending engineer of the coal depot for naval purposes at Key West, Florida, and his estimate for its completion.
- D.—Letter of superintendent of Naval Academy transmitting report of Commander J. F. Green, commandant of midshipmen, of the cruise of the practice ship Preble.
- E.—Report of the superintendent of the Nautical Almanac of its progress.
- F.—Report of Commander J. A. Dahlgren of the cruise of the ordnance ship Plymouth.
- No. 1.—Estimate for the support of the office of the Secretary of the Navy for the fiscal year ending June 30, 1859.
- No. 2.—Report and detailed estimates of Bureau of Yards and Docks.
- No. 3.—Report and detailed estimates of Bureau of Ordnance and Hydrography, including those of Naval Observatory and Naval Academy.
- No. 4.—Report and detailed estimates of Bureau of Construction, Equipment, and Repair.
- No. 5.—Report and detailed estimates of Bureau of Provisions and Clothing.
- No. 6.—Report and detailed estimates of Bureau of Medicine and Surgery.
- No. 7.—Report of the commandant of the marine corps, and detailed estimates from the paymaster and quartermaster of the corps.
- No. 8.—General estimate of the office of the Secretary of the Navy and the several bureaux of the department.
- No. 9.—General estimate of the southwest executive building.
- No. 10.—Summary statement of the estimates for the navy, the marine corps, and special objects.
- No. 11.—General estimate for the support of the navy.
- No. 12.—General estimate for the support of the marine corps.
- No. 13.—General estimate for special objects under the Navy Department.
- No. 14.—Second Comptroller's statement of the appropriations for the Navy Department, viz: balances of appropriations on the 1st of July, 1856; appropriations for the fiscal year 1856-'57; repayments and transfers in the same time; the amount applicable to the service of the year 1856-'57; the amounts drawn by requisition from the treasury in the same period; and the balances on the 30th June, 1857, with the sums specially designated that have been carried to the surplus fund.
- No. 15.—Abstract of expenditures under the head of "contingent expenses" settled and allowed at the office of the Fourth Auditor of the Treasury, from July 1, 1856, to June 30, 1857, inclusive.

A.

List of deaths in the navy, as ascertained at the department, since December 1, 1856.

Name and rank.	Date.	Place.
<i>Captains.</i>		
Bladen Dulany.....	Dec. 26, 1856	Washington, D. C.
Joseph Smoot.....	Mar. 13, 1857	Washington, D. C.
Henry Henry	July 26, 1857	York, Penn.
John T. Newton.....	July 28, 1857	Washington, D. C.
Stephen Cassin.....	Aug. 29, 1857	Georgetown, D. C.
Foxhall A. Parker.....	Nov. 23, 1857	Philadelphia.
<i>Commanders.</i>		
Samuel Larkin	Dec. 22, 1856	Portsmouth, N. H.
Thomas J. Manning	Jan. 6, 1857	Charlestown, Va.
William Lewis Herndon	Sept. 12, 1857	Lost at sea.
Thomas R. Gedney	Nov. 30, 1857	Charleston, S. C.
<i>Lieutenants.</i>		
Montgomery Lewis	Jan. 21, 1857	Philadelphia.
Henry Darcantel	Mar. 9, 1857	Philadelphia.
William Ross Gardner.....	Apr. 22, 1857	Augusta, Ga.
Isaac G. Strain.....	May 14, 1857	Aspinwall, New Grenada.
Albert Allmand	May 31, 1857	Boston, Mass.
John P. Decatur.....	July 17, 1857	Naval Hospital, New York.
George M. Totten	July 18, 1857	Mendham, N. J.
William H. Cheever	July 13, 1857	Rio de Janeiro, Brazil.
George H. Hare	July 24, 1857	Philadelphia.
Reuben Harris	Oct. 28, 1857	New York.
Edward Renshaw.....	Nov. 23, 1857	Philadelphia.
<i>Surgeons.</i>		
George B. McKnight.....	May 13, 1857	Washington, D. C.
Robert T. Barry	Aug. 14, 1857	Washington, D. C.
<i>Passed Assistant Surgeon.</i>		
Elias K. Kane.....	Feb. 16, 1857	Havana, Cuba.
<i>Pursers.</i>		
Thomas P. McBlair	Feb. 17, 1857	Santa Cruz, W. I.
Edward Fitzgerald.....	Feb. 27, 1857	Georgetown, D. C.
George R. Griswold.....	Apr. 5, 1857	At sea, coast of Africa.
<i>Chaplain.</i>		
William McKenney.....	May 4, 1857	Washington, D. C.
<i>Masters.</i>		
William Vaughan	Dec. 10, 1856	Sackett's Harbor, N. Y.
Edmund F. Olmstead	Feb. 8, 1857	Portsmouth, Va.
Robert Knox.....	Feb. 24, 1857	Boston.

A—Continued.

Name and rank	Date.	Place.
<i>Midshipmen.</i>		
R. W. M. Graham.....	Nov. 19, 1856	Constantinople, Turkey.
<i>Boatswains.</i>		
Samuel Drew	Feb. 2, 1857	Portsmouth, N. H.
Van Rensselaer Hall	Sept. 27, 1857	New York.
<i>Acting Gunner.</i>		
Charles F. Cushman	Dec. 14, 1856	New York.
<i>Carpenters.</i>		
Thomas V. Butt.....	May 22, 1857	Philadelphia.
Leonard Moses	Aug. 20, 1857	Boston.
<i>Sailmakers.</i>		
Electus Middleton	Feb. 3, 1857	Baltimore, Md.
George Parker	Oct. 5, 1857	Portsmouth, Va.
<i>Marine Corps.</i>		
Major N. S. Waldron.....	Feb. 21, 1857	Portsmouth, N. H.
Major Parke G. Howle	July 16, 1857	Washington, D. C.
Major George F. Lindsay	Sept. 27, 1857	Washington, D. C.
<i>Navy Agent.</i>		
Walker Anderson.....	Jan. 18, 1857	Pensacola, Fla.



List of resignations in the navy since December 1, 1856.

Name and rank.	Date of acceptance.
<i>Captain.</i>	
Abraham Bigelow.....	February 28, 1857.
<i>Lieutenants.</i>	
James Higgins	December 31, 1856.
J. G. Heilemann.....	December 31, 1856.
Francis S. Conover.....	March 9, 1857.
Robert Stuart.....	April 16, 1857.
Theodor Lee.....	April 25, 1857.
Wm. Downes Austin.....	May 13, 1857.
Lardner Gibbon.....	May 15, 1857.
William H. Wilcox.....	June 20, 1857.
J. Van Ness Philip.....	June 26, 1857.
J. Dabney Rainey.....	July 29, 1857.
Thomas M. Crossan.....	September 1, 1857.
<i>Passed Assistant Surgeons.</i>	
Frederick Horner, jr.....	May 15, 1857.
James F. Heustis.....	June 9, 1857.
Edward R. Squibb.....	December 4, 1857.
<i>Assistant Surgeon.</i>	
J. Pembroke Thorn.....	May 27, 1857.
<i>Pursers.</i>	
Edward D. Reynolds.....	July 7, 1857.
John V. Dobbin.....	August 17, 1857.
<i>Passed Midshipman.</i>	
Allen C. Izard.....	May 29, 1857.
<i>Professor of Mathematics.</i>	
William Flye.....	March 6, 1857.
<i>Acting Midshipmen.</i>	
E. H. Crump.....	December 16, 1856.
Benjamin Gregory.....	December 26, 1856.
Westbrook Van Santvoord.....	December 26, 1856.
Gustavus F. Merrian.....	January 24, 1857.
Charles B. Cleveland.....	February 23, 1857.
Gove D. Saulsbury.....	February 23, 1857.
James T. Brown.....	February 23, 1857.
Louis Girod Burt.....	February 23, 1857.
George Roberts Griswold.....	February 23, 1857.
George Thomas Howard.....	February 23, 1857.
Charles Kean.....	February 23, 1857.
John W. Stevenson.....	February 23, 1857.
Woodhull Smith Schenck.....	February 23, 1857.

RESIGNATIONS—Continued.

Name and rank.	Date of acceptance.
<i>Acting Midshipmen—Continued.</i>	
Francis A. Shute.....	February 23, 1857.
Wm. Wallace Smith.....	February 23, 1857.
Charles O. Judson.....	February 23, 1857.
T. W. W. Davies.....	March 20, 1857.
Hamilton A. Brown.....	March 21, 1857.
John H. Comstock.....	April 7, 1857.
George P. Harris.....	April 7, 1857.
R. P. S. Talbott.....	April 8, 1857.
John Hesse.....	April 18, 1857.
Richard S. Collum.....	May 4, 1857.
J. C. Dowling.....	May 6, 1857.
H. M. Herman.....	May 9, 1857.
R. L. Meade.....	May 12, 1857.
John W. Allen.....	June 3, 1857.
Francis S. Kinney.....	June 9, 1857.
Jefferson A. Slamm.....	June 23, 1857.
John Weidman.....	June 23, 1857.
R. B. D. Sydnor.....	June 23, 1857.
S. B. Reardon.....	June 23, 1857.
E. D. Cordell.....	June 23, 1857.
F. P. Webster.....	June 23, 1857.
D. S. Hayward.....	June 23, 1857.
J. S. McKinley.....	June 23, 1857.
E. J. W. Raynsford.....	June 23, 1857.
T. E. M. Adams.....	June 23, 1857.
Clavius Phillips.....	September 30, 1857.
Samuel Milliken.....	September 30, 1857.
E. R. Devault.....	October 12, 1857.
<i>Acting Boatswain.</i>	
Francis Pursell.....	August 31, 1857.
<i>Acting Sailmaker.</i>	
John C. Chavalier.....	October 5, 1857.
<i>Third Assistant Engineers.</i>	
William M. Willett.....	March 6, 1857.
George R. Woodend.....	April 20, 1857.
Granville T. Pierce.....	August 8, 1857.
<i>Marine Corps.</i>	
Second Lieutenant E. H. Youngblood.....	February 28, 1857.
<i>Naval Storekeeper.</i>	
Henry J. Wilde.....	November 30, 1857.

List of dismissals in the navy since December 1, 1856.

Name and rank.	Date of dismissal.
<i>Commander.</i>	
James H. Rowan.....	January 23, 1857.
<i>Lieutenants.</i>	
Charles E. Fleming.....	February 6, 1857.
Johnston Blakely Carter.	September 3, 1857.
Leonard H. Lyne.....	October 7, 1857.
<i>Acting Midshipmen.</i>	
William Welch.....	March 11, 1857.
Benjamin W. Bristow.....	March 23, 1857.
Charles W. Pleasants.....	March 27, 1857.
Philip S. Sanderson.....	April 29, 1857.
C. B. Walker.....	November 10, 1857.
<i>Boatswains.</i>	
George H. Leach.....	Jan. 15, 1857, (deserted.)
Armistead Pomeroy.....	January 17, 1857.
John Bates.....	July 29, 1857.
John C. Hayden.....	November 2, 1857.
<i>Navy Agents.</i>	
Conrad Swackhamer.....	Mar. 30, 1857. } commis-
Alfred Day.....	Mar. 30, 1857. } sions.
Nehemiah Moses.....	September 1, 1857.
<i>Naval Storekeeper.</i>	
Daniel E. Delavan.....	April 4, 1857.

B.

NAVAL ACADEMY,
Annapolis, Md., June 17, 1857.

SIR: The board of officers appointed to witness the examination of the several classes of acting midshipmen, and to examine into the state of the police discipline and general management of the academy, duly assembled here on the 30th of May, agreeably to your orders, and, having performed this duty, now submit the result in the following report.

Before entering into the details, it may be as well to premise that they commenced this duty impressed with the necessity of ascertaining how far the education afforded the acting midshipmen tends to fit them for naval officers, and to render them most useful for the service of their country.

The discipline of the academy is excellent and we should be at a loss to point out wherein it could be changed for the better. The superintendent has established and maintained it firmly, humanely, and efficiently.

The police regulations are well understood, and appear to be closely observed, and not only insure the safety, but the comfort and cleanliness of the establishment throughout.

The order observable in every department shows the existence of a strict and uniform system of responsibility throughout the institution; but inasmuch as the revised regulations of the academy hold the superintendent responsible for its police and discipline, the board are unanimously of the opinion that, in justice to him as well as to the public service, he should, in order to meet this responsibility, be clothed with the power of selecting all those whose especial duty it is to assist in maintaining the police and discipline of the establishment.

The exercises in field artillery and infantry tactics were rapidly and admirably performed, and the skill and celerity of movement exhibited in the mounting and dismounting of the boat gun, and its exercise ashore as a field piece, in the various circumstances attendant on attack and defence, advance and retreat, changing front and firing with shell and shrapnel, elicited the admiration of the board.

The board also witnessed the exercises of the several classes at the great guns in battery, and in shot and shell practice at the target, and were much struck with the ease, intelligence, quickness, and skill exhibited under all the circumstances of loading and firing, shifting trucks and breechings, and transporting guns from one side to another. The target practice was particularly good.

The 1st and 2d classes exhibited commendable proficiency in seamanship and naval tactics.

It appears to the board that the want of proper text books is sensibly felt by some of the professors and students, and we recommend that such portions of the course as are now taught in manuscript, and which are required to be copied by the students, shall be printed under the authority and direction of the superintendent.

A competent knowledge of the French and Spanish languages is

essential to form the character of an accomplished naval officer; and whilst noticing the progress made in these languages by the students of the academy, we cannot refrain from strongly recommending that more time be devoted to the study of both.

The present course of instruction in French comprises a period of one academic term and a half, and in Spanish of one term only. This time is wholly inadequate to attain the desired end, and we recommend that the study of the French language embrace the whole academic course, and that more time be given to the Spanish language.

In the examinations of the classes, the board have been struck with the admirable acquirements of the members of the graduating class. Their attainments are of a high order, and prove the ability of their professors as well as their own diligent application.

These graduates go forward fully versed in nautical astronomy, a most essential branch; but the government has no guarantee that the graduate will retain the knowledge acquired in this most important branch, or even pay any attention to it after his graduation.

The board therefore recommend that the revised regulations be so amended as to include nautical astronomy and French, and that the final examination for promotion be held here at this academy.

The board have been impressed with the different attainments of the sections of the fourth class. The studies for the year, as laid down, are strictly adhered to by the professors; this at once becomes a great impediment to all those who enter the academy without being well grounded in the rudiments of education required by the regulations. It is well known how low is the standard of admission into the academy, yet it cannot be denied that many offer who are found incompetent and are rejected, and some who pass the first examination, and are admitted into the fourth class, are totally unable to pursue the studies allotted to it. The consequence is they fall behind, and are rejected at the next or second examination, or are turned back to pass over the same studies again.

This has a very detrimental effect on both professors and students; the former have to give a large part of their time to those who are slow and unprepared; and the latter to struggle against the mortification and depressing effect consequent on their inability to keep pace with their class. The board have anxiously looked for a remedy, and beg leave to propose what they conceive would meet this difficulty in part, viz: That after the examination for admission, the academic board should consider and pass upon the qualifications of the candidates, and admit into the fourth class such as may be found qualified to enter on the studies allotted to it, whilst those who are judged incapable of pursuing those studies should be formed into a fifth class, and continue in it during such time as may prove their ability to join the fourth class, and, when capable, be admitted into it on passing the necessary examination at the end of the term.

The board have made a careful inspection of all the buildings, examined into their uses, ventilation, and condition; also into the mess arrangements, heating and lighting of the halls, grounds, and buildings, and particularly of the students' quarters, and have satisfied themselves that every attention has been paid to convenience, comfort,

security, and economy, and in this view does infinite credit to the intelligence and zeal of the superintendent.

The academy has hitherto struggled through many difficulties, owing to the manner in which it was originally organized. This we are aware was unavoidable. We cannot withhold our opinion that its present flourishing condition is mainly to be attributed to the untiring zeal and ability of those to whom the government has committed its control and management.

The plan of appointing the graduates of the academy as assistant professors is an admirable one, and the board are aware of the results already apparent from it; but in order that the fullest benefit may be insured from the adoption of this plan, it is essential, in the opinion of the board, that the assistants shall not be ordered away at the time that their usefulness as instructors has begun to develop itself fully in the teaching of their respective classes. Teaching is an art in itself, and cannot be acquired without labor and practice; and inasmuch as a frequent change of instructors is highly injurious to the student, and clogs the ambition of the professor also, we hope that some system may be devised by which no injury may be done to the officer or the service by keeping him too long on shore, and at the same time none to the student by depriving him of the aid of his instructor at the very time when it has become most valuable to him. This end we think may be attained by permitting the assistant professors to continue at the academy for a period of four years, and by appointing them from the ranks of the navy.

The sea-wall, the docks, and the buildings designed for the quarters of the surgeon and assistant professors are well advanced towards completion.

In the opinion of the board, it is evident that the Naval Academy is no longer an experiment, and the time has arrived when a full and well digested plan, embracing all the present and future wants of the institution in buildings, improvements, &c., should be adopted and carried out.

The necessity for the removal of the buildings in the centre of the grounds, and now in the occupancy of the commandant of midshipmen, the professor of natural philosophy, the professor of French, and others, is apparent, and has been repeatedly urged upon the attention of the Secretary of the Navy by preceding boards. A bare inspection of the grounds is sufficient to convince any one that the exercise of the acting midshipmen in infantry and field artillery drills cannot be effectively conducted within the narrow space comprehended between the quarters of the acting midshipmen and the buildings above mentioned. We therefore recommend the immediate building of new quarters for the commandant of midshipmen, the professor of French, and others, and the removal of the houses which now stand in the centre of the area desired for military drills. In this connexion we also recommend the removal of the laboratory to a more eligible site.

The board are fully convinced that an exercise ship, constructed on the land to represent the deck and bulwarks of a man-of-war, and with masts, yards, rigging, sails, and guns complete, will greatly facilitate the acquirement of all that portion of the naval officer's pro-

fession not pertaining to a ship afloat or in motion, such as the handling of spars, yards, sails, guns, &c. We therefore strongly recommend the building of such a ship. The acting midshipmen, it is true, are trained to the exercise of these duties on board the practice ship, but the time allotted is too short to give to the student the full benefit of such instruction and exercises.

In conclusion, the board take much pleasure in expressing their high appreciation of the ability and zeal with which the superintendent, commandant, professors, and assistants have discharged the responsible duties required of them at this institution.

I have the honor to be, very respectfully, your obedient servant,

G. J. PENDERGRAST,

President of the Board.

HON. ISAAC TOUCEY,

Secretary of the Navy, Washington.

C.

FORT DELAWARE,

Near Delaware City Post Office, July 22, 1857.

SIR: I have the honor to report that I have closed my accounts for disbursements under your department in constructing coal shed at the United States naval station Key West, Florida, and transmitted them to the Fourth Auditor for settlement. I acknowledge a balance unexpended remaining in my hands of \$158 93.

The appropriation is exhausted and the shed is neither covered in nor paved. The walls are well, substantially, and cheaply built. To complete roof and pavement will require an additional appropriation of \$25,000, which I recommend to be asked for at the ensuing session of Congress. This coal shed will hold about 6,000 tons of coal. It is intended for hard coals. A similar shed parallel to it on the custom-house lot is needed for soft coals. Two such sheds would not suffice, however, to keep an adequate supply of coals for many steamers if we have to maintain a large fleet in the gulf. The sheds, moreover, will be of little use without a substantial and permanent wharf from which vessels can coal. The site and position of existing wharf is excellent; but the wharf itself is neither substantial nor safe; sixty feet of its lower end fell under a very moderate load. The largest steamer in the navy can lie alongside of this wharf. I understand that the Wabash or Merrimac coaled there, though not while I was on the Key. There is 25 feet water close along the outside of wharf, which I believe fully suffices. I do not know what may now be the policy of the federal government as to rendering Key West a regular naval station, there can, however, be but little difference of opinion as to its fitness for a coal depot. The advantages it presents for such a purpose are marked and peculiar. The construction of a permanent wharf at which men-of-war steamers can coal is an indispensable part of the works required for a coal depot alone. The successful building of such a wharf in five fathoms of water, with some uncertainty as to

the foundation offered by the bed of the harbor must necessarily call into play practical skill and judgment in such constructions. I can, therefore, only venture a conjectural estimate of the cost of the work, I would not be willing to undertake to build one there for less than \$75,000. The wharf should have two platforms, one above the level of high water, the other somewhat higher than the bulwarks of the tallest steamer, and the latter should be large enough to hold all the coals required for one coaling of a steamer. There should be two railroad tracks respectively of the levels of the two platforms, leading from wharf to coal sheds; would estimate wharf and railroad tracks to cost \$100,000,

I would therefore take the liberty to submit the following as an estimate of funds required for the United States naval coal depot at Key West, for the fiscal year ending June 30, 1859 :

Finishing shed for hard coals..	\$25,000 00
Building shed for soft coals.	50,000 00
Wharf, with two platforms of different levels, and railroad tracks to coal sheds.....	100,000 00
	<hr/>
	175,000 00
	<hr/>

As I have been detached from the charge of Fort Taylor, and shall not return to Key West, I beg to be relieved from the further charge of the coal depot, and would suggest that I may be authorized to turn over the balance of the appropriation for that work still remaining in my hands to my successor, Captain D. P. Woodbury, of the corps of engineers. A letter from the Navy Department to Captain Woodbury, asking him to take charge of the works at the coal depot, and to receive the funds I may have to turn over to him, is probably all that is requisite to accomplish the object.

The temporary shed standing on the private lands of Messrs. Tift & Gaudelpo, and used for storing cement and other materials, at a rent of fifty dollars a year to the latter from the time it was occupied, and fifty dollars to the former after the first year's occupancy, for which there was no charge, and some large timbers, for the trusses of the roof of the coal shed, constitute all the property remaining undisposed of, or unconsumed in the construction of the walls of the coal shed, to be turned over to my successor. The books and papers belonging to the work are now in the office of my successor, in the charge of the clerk of Fort Taylor.

Very respectfully, your most obedient servant,

JOHN SANDERS,
Brevet Major of Engineers.

HON. ISAAC TOUCHEY,
Secretary of the Navy, Washington, D. C.

D.

NAVAL ACADEMY, ANNAPOLIS, MD.,

October 23, 1857.

SIR: I have the honor to forward herewith a copy of a detailed report made to me by Commander J. F. Green, of his late cruise in the practice ship "Preble," which seems to me to have been ably and successfully performed.

I beg to add that I inspected the ship carefully on her arrival at this port, and found her in excellent order.

I have the honor to be, sir, respectfully, your obedient servant,

GEO. S. BLAKE,

Superintendent.

Hon. ISAAC TOUCREY,

Secretary of the Navy, Washington City, D. C.

U. S. PRACTICE-SHIP PREBLE,

Off Annapolis, Maryland, September 29, 1857.

SIR: In compliance with your general instructions for my government during the summer cruise of the practice-ship, received from your predecessor, Captain Goldsborough, I sailed from Annapolis on the 3d of July, and proceeded to Norfolk, where we arrived on the following day, for the purpose of making necessary alterations in the equipment of the ship. The most important of these were, raising the side belaying racks to a convenient height to secure and belay the running rigging, shifting a hatchway of the spar deck that was immediately forward of the mizen-mast, in order to allow the wheel and binnacles to be placed further aft, and thereby remove the steering compasses from the influence of a number of iron stanchions on the main deck and the spindles of the capstan, over which they were originally placed, and raising the trap-bands on the lower masts, to allow the lower yards to brace properly.

These alterations, with others of minor importance, were completed by the 13th of July, every facility and aid having been furnished by Captain Dornin, commandant of the station, to hasten their completion, and to prepare the ship in other respects for the cruise. In consequence, however, of a number of the officers of the ship being obliged to attend a court martial as witnesses, I did not receive permission to proceed to sea until the 20th, when I immediately got under way, in tow of the steamer "Water Witch," and went to Hampton Roads, and from thence to sea the following morning.

We arrived at Fayal on the 9th, and sailed from thence on the 13th of August, on our return to the Chesapeake, where we arrived, after a long passage, on the 22d, and at Annapolis on the 27th instant.

I deem it proper, as you have recently assumed the superintendency of the academy, to submit for your examination a copy of the regulations that were observed on board of the practice-ship for her internal government, and also to report a portion of a former report relating

to the daily routine of duties and exercises of the students, and their organization for instruction.

They were divided into two watches and six gun's crews. During the day, at sea, a whole watch, and at night, and also when in port, a quarter watch was required to be on deck. Each of the gun's crews were successively stationed in the master's and powder divisions when assembled at quarters for general exercise, to familiarize them with the duties of the different divisions.

At 9 a. m., daily, (Sundays excepted,) when at sea, and the weather would permit of it, the members of the second class were placed alternately in charge of the deck, and required to perform evolutions, &c., for one hour and a half, the ship being worked by the students, assisted by the crew. After the termination of this exercise, and until 11.30 a. m., and from 1 to 3.30 p. m., the watch below attended school for the purpose of studying navigation, and the watch on deck was employed fitting rigging, &c. At 4 p. m. they were either exercised at target firing, divisional or general quarters, and received instruction in practical gunnery. In addition to the regular exercises, the watch on deck assisted to work the ship, and after our departure from Fayal the members of the second class, under the supervision of the officer of the deck, performed all the evolutions required to sail the ship. During the whole cruise, also, a student from each class was stationed at the wheel to steer the ship.

The members of both classes have had a great deal of practice, and have made satisfactory improvement in performing the ordinary duties of a seaman of fitting rigging, making, reducing, and reefing sails, and sending up and down yards and masts. More attention and instruction was intentionally bestowed upon the second than the fourth class, and they have attained to a corresponding degree of proficiency. They have fitted collars of stays, eyes of shrouds and back-stays, lower pendants, rigging of bowsprit, &c., in a very seamanlike manner, and have acquired confidence and commendable skill in the performance of the ordinary evolutions required to sail a ship.

They have also made satisfactory proficiency in gunnery. By the distribution of the guns' crews alternately in the several divisions at general quarters, the daily divisional exercise, and target practice, they have acquired a practical knowledge of the organization and duties of each division, the use of implements required for the service of guns, the nomenclature and construction of truck gun-carriages, the manner of dismounting, mounting, housing, and transporting guns, and become very expert in the management of guns, in either a rough or smooth sea. Their target practice, although at the commencement of the cruise somewhat unsatisfactory, by reason of the motion of the ship, was eventually characterized by that judgment in pointing and accuracy of fire which the students have heretofore exhibited, ashore and afloat.

In navigation, the fourth class progressed so far as to learn the manner of working a day's work, the different sailings, the method of determining the latitude by meridian altitudes, and also the longitude by chronometer, and the adjustments and use of the sextant. The members of the second class, following the system of instruction

adopted last year, of taking and completing their own observations instead of having examples furnished them by the instructor, or taking them from their text books, have made themselves familiar with the adjustment and use of the sextant, the manner of ascertaining the error and rate of a chronometer and variation of the compass, the various methods contained in Bowditch, as well as others, for determining the position of a ship at sea ; and are qualified, with but few exceptions, to navigate a ship.

In connexion with the subject of teaching navigation, I would respectfully state that, to promote the proper advancement of the fourth class, it is very necessary the complement of officers attached to the ship should admit of another instructor being detailed to assist in the performance of this duty, as one instructor cannot give sufficient attention to more than the second class.

Although the time usually allotted for the cruise was considerably reduced this year by circumstances beyond my control, and the students were thus prevented from having so complete a course of exercises as I contemplated and desired ; still, I now consider the results of the cruise very satisfactory, inasmuch as they have made about the same proficiency as the classes that were embarked either last or the previous year, and they have been so circumspect in their deportment that no impropriety of conduct of a character that would render an official report necessary has come to my knowledge.

I am, sir, very respectfully, your obedient servant,

J. F. GREEN,

Commandant of Midshipmen.

Captain GEORGE S. BLAKE,

Superintendent Naval Academy, Annapolis, Md.

E.

CAMBRIDGE, MASSACHUSETTS, *November 10, 1857.*

SIR: I have the honor to submit to the department the following report of the progress and state of the work under my charge:

The volume of the American Ephemeris and Nautical Almanac, for the year 1859, which was far advanced at the time of the report of last year, has been completed and published.

The nautical edition for the year 1860 has also been completed and published, and much the greater portion of the computations of the whole volume, including the (strictly speaking) astronomical part, are finished. Considerable progress has been made in the volume for 1861. The work is further advanced than it has been at this time in any previous year.

But few changes, and only such as circumstances rendered necessary, were made in the distribution of the work for 1860, of the portions that were not at that time provided for. The sun was computed by Mr. Eastwood, with the occasional assistance of several other computers. The ephemeris of Mars and Uranus was prepared under my own immediate direction by Mr. Bardwell, Mr. Newcomb, and Mr. Ferrel.

The ephemeris of Mercury, as in the preceding years, is prepared by myself, with the assistance of Mr. Bradford.

Commander Davis' translation of Gauss' theory of the motions of the heavenly bodies, &c., which was completed, with the exception of the appendix and final revision, at the time of the report of last year, has also been finished; and an edition of five hundred copies is now in press and will be ready for distribution to subscribers in a few days. Although the translation was finished at the time of Commander Davis' departure, and the preparations made by him for the appendix left but little of a theoretical character to be done, the completion, in accordance with his plans and the thorough examination necessary to secure the accuracy and elegance worthy of an American edition of this great work, has required much more time and labor than was anticipated. The importance of accuracy in a work of this standard character, and the limited amount of time that could be spared from the regular duties of this office, it is hoped will be sufficient explanation of the delay of publication.

In addition to the regular computations necessary for the preparation of the annual volume, very satisfactory progress has been made in the theoretical department of the work, in the improvement of planetary tables and of methods of computation. Professor Peirce has made some valuable improvements in Professor Hansen's new method of computing the perturbations of planets; he has devised and prepared useful subsidiary tables to facilitate its application to theories of planets, and has applied it to the computation of the effect of Saturn and Neptune on the motion of Uranus. He has also made considerable progress in tabulating Hansen's theory of the mutual perturbations of Jupiter and Saturn. The theoretical investigations of Professor Hansen on this subject are of the highest value; but the great labor necessary to reduce them to an available form, so that they can be used to improve the ephemeris of these planets for nautical and astronomical purposes, has heretofore deterred astronomers from attempting to employ them.

Mr. Runkle has continued his tables of the coefficients of the perturbative function depending on the ratios of the mean distances, so as to include many of the asteroids. These have been received and published by the Smithsonian Institution. Something also has been done on his memoir on the secular variations of the orbits of the planets.

Improvements of the tables of Venus and Mars have been begun, and sufficient progress has been made to facilitate in some degree computations of these planets for the next volume of the almanac.

Tables for the computation of the perturbations of Uranus by Neptune have been prepared from Professor Peirce's formulas, by Mr. William Ferrel.

The importance of this branch of scientific labor has always been recognized by the department, and the employment of the resources of this office in making permanent contributions to the science of astronomy has been liberally encouraged. It is by the introduction of new and original methods of computation, the improvement of the lunar and planetary theories, and the construction of tables of permanent utility to navigation and astronomy, not less than by those computations demanded by the daily necessities of the navigator and

astronomy, that an institution such as the Nautical Almanac should expect to meet its obligations to the science of the country, and merit the continuance of the liberal patronage that has been extended to it.

The English government has recently manifested its appreciation of the practical importance of this department of astronomy by aiding Professor Hansen, of Germany by an annual appropriation for a series of years, in the prosecution of his investigations on the lunar theory; and by printing in most costly style, at the expense of the English government, his new and elaborate tables of the moon, for the use of their Nautical Almanac. A handsome gift of six copies of this valuable work has been received by this office from the lord's commissioners of the admiralty; but an examination of them, and a comparison of results obtained from them with our own ephemeris, has given us no reason to believe that our own tables, prepared under the direction of Professor Peirce, are inferior to them either in convenience or accuracy.

While the importance of such investigations are admitted in the work of the office, they are subordinate to the current duties necessary for the preparation of the annual volume, and the almanac must be indebted to the devotion of astronomers to their science for the voluntary contribution of much time and labor to the class of subjects here referred to; the gentlemen engaged upon them are also actively employed on the current duties of the office.

The attention of the department has been called, in former reports, to the rapid increase in the number of the new planets, and the addition to the appropriation which was asked for the purpose of meeting the expense which this increase occasioned was granted; within the past year eight have been discovered. The present large number, and the continual additions which are to be expected, greatly increase the difficulties of deciding upon a plan of carrying forward the work upon them so as to meet the requirements of this most interesting subject with moderate resources. If methods which were thought sufficient when the number was small were adopted, and each new planet received as much labor as was bestowed on the earlier ones, our whole force would be inadequate to keep up the computations on this remarkable group alone. It has, therefore, not been thought expedient to distribute the whole work on the asteroids, provided for in the appropriation, until the best system for carrying it forward had been decided upon. Something, however, has been done. Mr. Schubert has been engaged in this department during the year, and Professors Smith, Van Vleck, and Searle have been employed upon it, and the volume for 1860 will contain elements and ephemerides of many of them. I believe that the methods of computation can be so modified, and the work so systematized, that, without asking any further increase of the appropriation for the purpose, the Nautical Almanac will be able to furnish astronomers all the facilities for keeping up a series of observations on the whole group of asteroids that it is desirable that an astronomical ephemeris should contain. A plan for effecting this is now under consideration, and will be matured in time to be adopted in the work of the coming year, for the volume for 1861.

The changes that have taken place among the assistants have been

made under the authority of the chief of the bureau of ordnance and hydrography. The general distribution of the duties of the office for the coming year does not differ materially from that of last year, and no important changes in the general system for prosecuting the work seem to be required.

The sales of the nautical edition for 1860 greatly exceed those of any previous volume, and there is every reason to believe that the American Nautical Almanac will, in a few years, be the only one used generally by American ship masters. To effect this, it is desirable that it should be published earlier than it has been in previous years. This can be accomplished, if all of the present resources of this office are used, without the necessity of asking an increase of the appropriation beyond that of last year.

I have the honor to be, very respectfully, your obedient servant,
JOSEPH WINLOCK.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

F.

UNITED STATES ORDNANCE SHIP PLYMOUTH,
Washington, November 20, 1857.

SIR: I have had the honor to acquaint you with the arrival of this ship in the United States, and also of having in course of the cruise touched at Fayal, Lisbon, Amsterdam, and Southampton, in pursuance of your orders. Want of time prevented me from using the permission given to visit other ports of England and France.

The Plymouth, as directed by your orders, received 23d June, left Washington the following day, and put to sea after completing necessary supplies from the Norfolk navy yard. The ship has been absent 134 days, and was 34 days of that time in the ports above named.

The operations of a vessel employed on the duty to which the Plymouth has been assigned would include a great variety of objects; but the shortness of the cruising season unavoidably restricted my attention to such issues as were alone determinable by sea practice, and which, from their importance, demanded the earliest consideration.

Of these, none are of more consequence than that which has for its object to ascertain the calibres and weights of ordnance best fitted to give the greatest power to the broadside; for no error in this, the fundamental principle, could be compensated by excellence in the mere accessories.

The constant attention which the question receives from the artillery of other naval powers indicates the interest they feel in its proper settlement. Having been led to investigate the subject some years since, the results induced me, in 1850, to propose essential changes in our naval batteries by the substitution of other ordnance, for which purpose I submitted draughts of guns having nine-inch and eleven-inch calibres for broadside and pivot.

Commodore Warrington, then chief of the bureau of ordnance, was so favorably impressed as to recommend to the department the casting

of some cannon of this description, which were made trial of in 1850 and in subsequent years. The asserted strength of model, the power and accuracy of fire, were fully maintained by the most thorough course of experiment on record, extending through 1850, 1851, 1852, &c.

The often repeated objection, however, to the unwieldiness of such ordnance, prevented their even being tested at sea, until the armament of the new screw frigates came under consideration, when it was made manifest that no power of battery proportionate to the enormous size of these ships could be developed by any of the existing cannon, such as thirty-two pounders and eight-inch shell guns.

The bureau then adopted the 9-inch shell gun for the gun decks of these vessels, but unqualifiedly refused the pivot 11-inch designed for the spar decks, mounting in lieu thereof 8-inch of 63, and pivot 10-inch.

And there the matter might have remained for time or accident to decide, so long as the question was limited in its application to our own navy; but other powers have been prompt to follow the example set by the United States, and to improve on it; they have constructed ships yet larger than the Merrimac class, and given to them greater speed, and cannon of heavier calibre.

It is, therefore, imperative on us to be well assured that our batteries are established on a sound basis, and have their due extension.

The armament of the Plymouth was chosen expressly with reference to the attainment of some satisfactory data, whereby it might be ascertained to what extent the weight of the new ordnance diminished or interfered with its efficient management at sea, as well as the discovery of the means best calculated to remove or abate such evil.

The practice in the ordnance ship has afforded good opportunities for some conclusions on the subject.

Besides the customary drill every day that circumstances permitted, there were fired, under various circumstances of wind and sea—

121 shells from the 11-inch pivot gun; and

230 shells from the 9-inch guns in broadside.

The results, in connexion with those previously obtained at the experimental battery, lead me to the following general inferences:

1. When the ship has no motion, or but little, and is without inclination, the 9-inch gun can be worked and fired nearly, if not quite, as rapidly as the long 32-pounder, or the 8-inch of 63 cwt., a succession of shells having been discharged from a piece of this description (mounted at the experimental battery, and manned by twelve men, the crew of a 32-pounder) at intervals of 40 seconds, a celerity not easily surpassed with a 32-pounder.

2. When there is no motion or inclination of the decks, the working of the 9-inch gun is proportionately retarded, and the celerity of fire diminished; yet, even under the disadvantage of an inclination exceeding 5° and reaching to 18° at the extreme roll, a well drilled crew was able to fire three shells at intervals of 65 seconds and 35 seconds. (General quarters to test the time in which the battery of the Plymouth could be brought into action.)

3. When the ship is still, and on an even keel, the 11-inch gun can

not be fired as rapidly as the 9-inch—perhaps no faster than once a minute; but the motion or inclination of the ship that suffices to decrease the quick working of the 9-inch gun is exerted less unfavorably on the 11-inch; so that it is proportionally more controllable under such circumstances, and in manœuvring can be aimed much more rapidly. On one occasion 13 shells were fired from it, starboard and port, while the two adjoining 9-inch guns, together, only fired 17 shells, the 11-inch gun being also at the disadvantage of having to pivot from one side to the other when the ship was tacked to keep the target under fire. In this instance the wind was light, but the swell considerable, so that the ship rolled 7° to 8° , and pitched 3° —target distant 800 to 1,000 yards.

4. No difficulty occurred during the cruise in making the nine-inch and eleven-inch guns perfectly secure in the roughest sea. Coming from England, in October and November, a continuance of boisterous weather, occasionally increased to a gale, afforded the most satisfactory evidence in this respect.

On the whole, I have no hesitation in affirming that, as a pivot gun, the eleven-inch is in every way as manageable as the 64-pounders, which have been so long and are now used on board our steamers. And if this be correct, there should be no objection to restoring that part of my plan of armament which assigned a tier of eleven-inch guns to the spar decks of the screw frigates, for which, too, there may be a more imperative reason in the fact that until this be done the ordnance power of those ships will not only be less than what it should be, but even *inferior to that of some foreign screw frigates of inferior dimensions*. Certainly the present spar deck batteries of the Merrimac class are altogether unworthy of being placed there.

It may be observed, with regard to the retarding influence of the ship's inclination on the heavier ordnance, that in general it is reduced to a minimum before going into action, because it is then customary for vessels to diminish their canvas to the least quantity with which the ships can be properly handled. And we may look for a further abatement of the evil to the introduction of steam, which has become a prime necessity to every ship of war in battle. No more sail will then be spread than will be required to give steadiness to the vessel, and the inclination of the decks will be comparatively inconsiderable.

Again: the opportunities of firing with correct aim are so far delayed by the interposition of smoke, and the constant motion of the ships, that it is hardly probable that the heavy cannon now in question will fail to be prepared when those opportunities offer.

To insure the comparative results just stated with ordnance as heavy as the nine-inch and the eleven-inch, more careful drill and intelligent direction are required than with lighter guns; for it is to be understood that, though certainly attainable, more difficulty in doing so will unavoidably be experienced in proportion as the cannon are heavier.

It becomes indispensable, therefore, not to omit the employment of every means that can facilitate the management of the weightier ordnance under all possible circumstances.

And this is suggestive of the next important office that will devolve

upon the ordnance ship—the *training of the men who are to handle the guns*. Science may achieve its utmost in perfecting the cannon and their appointments; but if the crews are deficient in skill and practice, better men, with inferior means, may bear away the palm.

It will be first necessary to procure seamen suitable to receive instruction as gun captains. The importance of their duties in battle can hardly be overvalued; they direct the details under the officers of division, aim the cannon at the mark, and discharge them. They also assist to instruct the gun's crew, which is the more responsible duty with the heavier ordnance, because more perfect accord in the manipulation is necessary, and to attain it the more thorough drill is required in proportion to the greater number of men which the new cannon need.

The operations of this cruise confirm the common experience in regard to the difficulty of obtaining men likely to answer the purpose. The crew of the Plymouth were, with few exceptions, all seamen, which is never the case in vessels of war, and being shipped under favorable circumstances, may be accepted as above the average. Yet the number which might be trained into well qualified gun captains is exceedingly limited.

The full influence of the department will probably be indispensable to procure a supply of seamen fitted physically and intellectually to receive instruction. They may be obtained by selections from the receiving ships and ships in commission, as well as by special recruitment, and induced to qualify themselves by rates, pay, &c. The gunners and gunners' mates should be appointed from them. In short, no incentive omitted that can properly be offered.

The difficulties that attend the undertaking have arisen and continue in France and England, but are perseveringly and successfully encountered. Some discouragement has been experienced from the anticipation that many who enter and qualify may subsequently decline to re-enter, which, no doubt, will happen. But so far from viewing this as an objection, or even as a difficulty, I should consider it only as a temporary inconvenience, which had its ulterior advantages in diffusing among our seamen a skill in their peculiar arm, which must eventually tell to the benefit of a maritime power whose avowed policy is, and has been, to recruit its resources in war from the seamen and vessels of the commercial marine.

In England a like result is not left to this accidental source only, but especial efforts are made to train the great mass of those whose business is on the water, and ships with competent officers are provided for the purpose; one of these, a frigate, lay near the Plymouth when at Southampton, and I witnessed the drilling of a number of men, who would remain for a term and then return to their vocation. It appeared to me a decided improvement on the "inscription maritime" of France, to which it is probably a counterpart.

No doubt it can be made an object to most of our seamen who qualify as gun captains to continue as such in the navy, and those who leave may some day render good service in the armed ships of the republic, private or public.

When such ample expenditure is made to train and arm our citizens

for the common defence ashore, and one of the best military academies also contributes its quota to the same purpose by the return of cadets to private life, there seems to be no valid objection to a system which incidentally makes some, though slight, provision for the military training of our citizens afloat.

As a proper system of drill is indispensable to the uniform training of the personal, my attention has been given to the preparation of a manual adapted to the manipulation of the two-truck carriage of the 9-inch gun and the pivot carriage of the 11-inch. By the diligence and well-directed efforts of the lieutenants of this ship this has been so far accomplished that the settlement of a few minor points, which will be arranged by the winter drill, is alone required to make the work presentable and to fit it for service.

I am satisfied that the employment of a ship on this duty cannot fail to result in all the advantages which were anticipated, though some time will be necessary to render its operations certain and regular.

Should it be so fortunate as to secure your favorable opinion I would respectfully beg leave to recommend to your consideration the continuance of the appropriation made at the last session of Congress.

I would also ask to submit a request that a screw corvette might be constructed for this duty. In the course of the practice at sea no one could fail to remark the unavoidable difficulty of keeping the target within the lateral scope of the guns by manœuvring with sails only, and how much loss of time was thereby occasioned. The superior efficiency of steam under such circumstances would have been invaluable. Undoubtedly *no ship of war can be considered complete which is unfurnished with this motor*, while its assistance would compensate for an inferior number of guns, and in many cases confer an irresistible advantage over an opponent.

The present practice of the great naval powers indicates a remarkable unanimity in this respect, notwithstanding the cost consequent upon the use of steam. No ship of war is now constructed in England without a power of this kind. The official list shows that in 548 vessels composing the navy of that country 289 have steam; of 188 vessels in commission, 126 (or two-thirds) are steamers, besides 185 steam gun-boats.

Many important facts, not procurable in any other way, would be obtained if the department would authorize the use of one of the old ships as a target for shell practice. Perhaps there is no better purpose to which some of them could be applied.

The Plymouth has exhibited excellent qualities during the cruise. She sails well in light winds and also in fresh gales, as there was occasion to observe when embayed on the English coast and obliged for safety to bear a heavy press of canvas—works well, rolls easily, and is very comfortable. The construction must be admirable, from the fact of her carrying, without strain in the heaviest sea, a pivot gun, which, with its carriage, weighs 12½ tons, on a space where no such burden could have been anticipated, and where the only additional support was a single stanchion, while the cutting of a large port (8 feet by 4 feet) on each side, just opposite, must have detracted

from the strength of the fabric. Nor does it appear that the repeated shocks of firing so heavy a gun have produced the least effect on the construction.

The Plymouth is, in every way, a most creditable ship to the builder, Mr. S. Cook.

In conclusion, I ought not to omit bringing to the notice of the department the effective assistance rendered to the work by the earnest and harmonious co-operation of the officers of the ship—Lieutenant Jones, as executive officer,* Lieutenant Balch, as master and ordnance officer, Lieutenants Edwards, Webb, Badger, and Truxton, as officers of division; while the medical officers, Doctors Miller and Vedder, and the purser, Boggs, failed not to contribute their efforts to the common cause by the satisfactory manner in which the affairs of their respective departments were conducted.

It is with regret, therefore, that I see approach the period when, by the usual conditions of service, the relations that have existed between them and myself may be dissolved.

Under the authority to that effect from the department, I took the opportunity of visiting such foreign ordnance and naval establishments as were convenient of access from the ship. The time that could be so used was, however, limited, and being reduced still more by the delays unavoidable in obtaining permission from the proper authorities, I was compelled to omit some places altogether, and to be satisfied with a very hasty view of others.

Still, much of interest came under my observation which was of service in enabling me to compare the present condition and probable prospects of our national marine with those of high repute abroad.

Cannon foundry at Liege.

The official permit from the Belgian ministry of war authorized me to visit the cannon foundry, the manufactory of small arms, and the ponton train, but not the laboratory—all located at Liege. As I had but one day to spend at this place, and could do little by dividing the time among the three objects, it seemed preferable to appropriate it to that which was of most interest in connexion with my particular duties. Wherefore, my attention was bestowed exclusively on the process of fabricating cannon.

This department has been long under the direction of Colonel Frederix, so well known for his ability in this line. The extent of the works is very much beyond the necessities of Belgium, but they are turned to good account by opening them to such governments as desire to be benefitted by the excellence of the product, or whose requirements are too limited to warrant the expense of creating a foundry for the purpose.

In this way the ample resources of Liege in iron, coal, and water power are rendered profitable to the industrial population, and the experience acquired in the process is exclusively available to the gov-

* I beg to refer to a previous mention of this officer, under date of August 18.

ernment of Belgium, which, by the way, spares no pains to preserve the reputation of the establishment at the highest point.

The following observations are abbreviated from memoranda made at the time :

The boring lathes are numerous, and ranged in order ; they seemed to be nearly all occupied, and the cannon that came under my eye were generally of very heavy calibre. After examining the course of mechanical operations, we passed over to the casting department, where a large piece of ordnance was about to be cast. Two furnaces were required to contain the metal ; they were fitted with double apertures for pouring. The pit was large and quite open, without any arrangements for heating it, or for excluding the atmospheric air. The process was conducted successfully.

The manner of moulding differs entirely from that practiced in the United States and elsewhere, in having the flask divided into short transverse sections secured together by flanches and bolts, which Colonel Frederix prefers to the common method, and with reason, if the accuracy and smoothness of the surface may be accepted as the criterion ; for here it is the custom to retain the crust of the casting on the cannon, consequently the correctness of the exterior dimensions depend on the skill of the moulder. The director assured me that the results were always satisfactory, and certainly the eye could perceive nothing to the contrary.

The examination of metal by the mechanical tests is invariably performed, and there seems to be every disposition to rely on them. The machine for obtaining the tensile strength differs from our own in having but a single lever, and in the mode of exerting the power ; the samples are also of another form, and the area of breaking surface less.

During the whole time Colonel Frederix was so good as to favor me with his presence, and with full explanation of whatever came under notice ; and to the United States chargé, Mr. Clark, I was indebted for the trouble he took in coming from Brussels in order to facilitate the attainment of my purposes.

The next day was spent at the Polygon of Brasschaet, where so many interesting experiments have been made for a long series of years by officers of the Belgian artillery. It is situated some ten miles north of Antwerp, in the direction of the Dutch frontier, from which it is not very remote.

Four batteries of horse artillery are assembled here now ; but, the term of practice having nearly expired, the troops were to break up the camp on the 15th, (September,) and return to their barracks.

The most important experiments had been concluded or suspended till next season, though some were still going on that were of much interest.

The rifled cannon appears to be the subject of attention here, as it is with most other artilleries, though so far without results that promise a full solution. One of heavy calibre was mounted, and had been subjected to a course of firing. Near by was a pile of elongated shells "*à téton*," apparently for a piece of smaller bore, and so nearly

resembling the French projectile* that it was not easy for the eye to discern the difference. And I witnessed some practice from a small rifled cannon with a peculiar form of shot, the invention of a distinguished artillery officer, though the results were very unsatisfactory.

Another experiment with excentric discs, by Captain De Puydt, had just suffered interruption by the bursting of the cannon at the fifth fire, the fragments of which were still lying on the ground.

At a later period of the day I witnessed the practice of the artillerymen from a section of a regular work upon a breaching battery thrown up at the distance of four hundred metres.

As Belgium is not a naval power, there is nothing to be seen here in regard to the application of ordnance to naval purposes.

Woolwich arsenal is the grand central establishment where ordnance articles of all kinds are prepared, stored, and issued to the British army and navy. Its enormous capacity must be seen in order to be fully appreciated. The principal divisions are the *gun foundry*, the *carriage department*, the *laboratory*.

The gun foundry is under the immediate direction of an inspector of artillery, Colonel Wilmot, and has been limited hitherto to the casting and finishing of bronze light artillery for the land and sea forces.

The various processes of moulding, melting, and of fabrication conform to the customary practice, though differing somewhat in the detail from our own.

The new feature of this department is the contemplated fabrication there of iron ordnance, for which the most extensive arrangements are making. This was initiated, I was told, during the late war with Russia, previous to which all iron guns had been furnished by private establishments. I am not aware that the official reasons for this change of policy are known authentically, but presume it originated in the deficient endurance said to have been exhibited at times by English cannon during the severe and protracted service to which they were exposed in various operations of the war.

This measure is no doubt considered as the first step indispensable to improvement, and perhaps as a specific for the evil; but I much doubt if it can *of itself* have the effect in view; the success that may follow will be due rather to the ability of the men who shall have the responsibility, and also ample discretion in the premises; and they would have obtained equal results in the old mode, with equal power to control its management.

In countries like the United States and England, where individual enterprise has such immense development, it is hardly to be advised that the government should voluntarily separate itself therefrom. It may, by so doing, be better able to guard the work against the injurious influences of the contract system; but the certain and pernicious consequences of *routine in men and measures* will more surely, though less openly, produce greater evils. Let the private operation be supervised with as much care as that of the government, and there will be no reason to be dissatisfied with the results.

*The dimensions of which were published in the work on "Shells and Shell Guns."

A small experimental department would be highly beneficial, where obscure and difficult investigations should be scientifically conducted, and the standard of material and workmanship indicated as well as the terms of contracts determined; but *there* its functions ought to cease. To go further will be to incur the danger of *routine*, that bane of improvement, which of itself would be ruinous to the best conducted private enterprises in the world.

It would be difficult for me to convey, by description, an adequate idea of the quantity and excellence of the machinery that I saw being put up in the new and spacious buildings designed for it. Whatever the ingenuity of the day could suggest to make perfect seemed embodied there, and well sustained the reputation of the private establishment (Napier's) where it is said the work was designed and executed.

Still more, however, than the best machinery will be required to make good cannon. The purpose of the new undertaking must be accomplished otherwise than by the finish, which, indeed, is unexceptionable now in ordnance everywhere. And if the views which are put forth at times unofficially, really represent the opinions of those who will direct the management of the government foundry, the results desired may not be obtained immediately. Of course, the little by which I can judge in advance precludes any positive statement.

The fragments of the mortars which had burst so readily in bombarding Sweaborg were lying about, but the fractured surfaces had been too long exposed to the weather to permit one to estimate the quality of the iron; however, I saw some samples afterwards taken for examination, and am only surprised that the pieces were ever allowed to go into service.

I also observed some new breech-loading cannon of enormous weight which are soon to be put under trial.

We now passed outside the walls of the arsenal to the practice ground, in order to look at the enormous mortar which is in course of preparation there. It is of wrought iron and composed of several parts; is said to weigh, with its accessories, some fifty tons; has a bore of thirty-six inches, and throws a shell of 26 cwt., which is about the weight of a light class 32-pounder. The design is by Mr. Mallet, the author of a very able work on the endurance of cannon, and the mortar is supposed to have attracted the favorable attention of a high political functionary. The power of such a projectile it would be difficult to conceive.

Just near by, a well equipped battery of horse artillery was preparing for practice, under the eye of General Sir W. Williams, who is the commandant of that arm.

In an apartment appropriated to the purpose, the examination by mechanical test of samples from metal for bronze and iron ordnance was being executed. The machine used for tensile strength is precisely similar to that so long since adopted in the United States for like purposes, designed by Major Wade, formerly of the United States army.

I was *also* shown the extensive department that had been appropriated to the manufacture of Lancaster shells. Cast iron had been found too weak to withstand the enormous strain of first displacement, and

wrought iron shells were proposed, but the cost proved to be so excessive as almost to forbid their use. The skill of English mechanics at last overcame this difficulty, and a mode was devised of making wrought iron shells at a very reasonable rate. But the ample means provided are now idle and the workshops silent. Samples of shells in the various forms through which they must pass were exhibited, and one could not but remark on the ingenuity displayed.

I was favored with the company and explanations of Mr. Anderson, the inspector of machinery, until his presence was required at a board of which he was a member.

The *laboratory* is under the direction of Captain Boxer, so well known as the inventor of many improvements in this branch, particularly the fuze and diaphragm for shrapnel.

The scale of this department is commensurate with that of the arsenal itself, and the product seemed sufficient to supply the largest armies and fleets.

I will only notice here, and that briefly, a few of the more prominent novelties that arrested my attention.

The machine for drawing lead into coils of dimensions suitable for being pressed into conical shot for musketry has great power and capacity.

The bullet machine, by Mr. Anderson, a compact and ingenious contrivance; there are four at work, and each can turn out 74,000 bullets daily.

The machine for making cartridges directly from paper pulp, intended for those of small-arms; but trials are making for field cannon cartridges also. The Pyrotechnic department of the Laboratory was not shown me.

The carriage department is directed by Colonel Tulloch, an officer of well known abilities. Here, as in the other departments, the machinery for working up material is extensive, varied, and of the best description, but is chiefly adapted to the cutting, shaping, &c., of timber, the consumption of which, as may be supposed, is very great, and it is not found easy to furnish it with sufficient supplies of seasoned oak; wherefore other woods, such as teak, African oak, &c., are frequently substituted. The smithy of this branch is very large.

My attention was naturally drawn to the carriages for pivoting heavy naval ordnance, some of which were about. Upon the efficiency of this machine hinge the most important difficulties that obstruct the employment of large calibres. That of the English navy differs widely in many essential points from our own, but to my mind not advantageously; and it would hardly serve to handle conveniently a gun of the weight carried by the Plymouth, (142 cwt.)

The day was now closing, and I reluctantly took leave of Colonel Tulloch and Major Vandeleur, into whose hands I had fortunately fallen at this time, and to whose polite attentions I am much indebted.

The gunnery ship "Excellent," so well known to naval officers, and so high in repute for the beneficial results to the British navy that have attended its appropriation to gunnery practice, is attached to the Portsmouth dock yard, and permission to go on board was promptly given by the commander-in-chief, Admiral Sir G. Seymour.

The ship is so moored that the port broadside commands a wide range over a part of the harbor rendered useless for other purposes by the shoalness of the water, but for that reason well adapted to practice, particularly as the placing of targets is thereby much facilitated.

I reached the vessel in time to witness the afternoon drill, which commenced at 1 p. m., immediately after the men had finished dinner. The battery was composed of the usual regulation calibres, 32-pounders, and 8-inch shell guns; and everything was in good working order, plain and substantial, with such indication of wear and tear as might be expected from constant use—not the slightest regard given to ornament or show of any kind.

A brief summons by the drum brought the men promptly to the guns—a very good-looking set, and above the average, but not so much so as to be styled picked men. As a matter of course, they handled the pieces in capital style, with precision and accuracy in every movement—the orders being given by an ordnance lieutenant, while an instructor was stationed at each gun. The exercise was by no means short; and the men were allowed to pause at intervals for rest, which the very spirited character of the drill, as well as its continuance, rendered no doubt quite acceptable.

At one of the 32-pounders were quartered several lieutenants of the navy, members of the class then studying on board the *Excellent* for a gunnery examination. They did the duties of captain of gun, sponger, loader, and handspikemen, by no means as a mere ceremonial, but in good earnest, and with a vigor which generally made the movements of their gun remarkable even here, where skill and celerity was the order of the day. No men that I saw worked with more zeal and animation than these lieutenants, who, by the way, were good-looking fellows, stripped to trowsers and a knit shirt. Besides the ordinary manual, they shifted their gun to another carriage. I supposed that they volunteered for drill, but was informed to the contrary. It was a part of the course, and was repeated more than once in the week.

There was perfect attention given by every man, and no voice heard but that of the directing officer.

A 68-pounder of 95 cwt., placed at the extreme of the port broadside, was to me an object of special interest, because it indicates the direction which the British authorities propose to follow in solving the question of heavy calibres in broadside, whilst the drill with the piece enabled even a casual observer to form some idea of the degree of success which might probably attend the undertaking. The gun itself weighs some 10,600 pounds, or two-thirds of a ton more than the United States broadside 9-inch gun; and it throws a shot of 67 pounds with a charge of 16 pounds. It was designed and has always been used as a pivot gun, being the equivalent for the United States 64-pounders mounted on pivot in our large steamers. But now that some ships of other powers have been armed with broadside guns of heavier calibre than usual, the British authorities have given their attention to a corresponding move, and have armed some of their new screw frigates with 10-inch shell guns in lieu of 32-pounders, and

8-inch guns. It is also asserted that 68-pounders are to be similarly applied.

As for the carriage of the gun, so little difference meets the eye between it and that which forms part of the pivot system (English) as to convey the idea that, for the advantage of simplification, the latter had been merely transferred from the slide to the deck; and thus might be explained the first use in broadside of rear trucks acting eccentrically, which, however, do not appear to have answered the purpose on decks as well as on the slide, judging from the fact that they are disused in the "Excellent's" drill, (though still in place,) and have also been omitted in the new broadside carriages for batteries of 10-inch guns, with slight exception. Their place is taken by the roller handspike, so that, in short, the carriage is now of the same description as that used by the French and ourselves for heavy calibres in broadside, which was devised by M. Marsilly, chef de battalion, and tried on board the *Dryade* in 1835.

This 68-pounder was worked by eighteen men, and the difference in celerity between it and the neighboring 32-pounders was so trifling that my attention would not certainly have been drawn to the gun on that account. So that if this result is to be accepted as testing the facility of manœuvre, it can hardly be refused as satisfactory, and seems to have been so far accepted by the British authorities as to induce the trial of the 10-inch of 87 cwt. for the broadsides of some of the new screw frigates.

After the gun exercise, the men were assembled on the spar deck, and drilled with short muskets, or carbines. There might have been eighty or ninety men under arms, divided into four sections, each under one of the lieutenants who had been working the 32-pounder; the whole drill being conducted by a non-commissioned officer, probably of marines or marine artillery.

I took my leave late in the day, much gratified by what I had seen, and by the extreme courtesy extended by Captain Hewlet, the commander, and by Captain McKenzie, the next in rank.

Dock yards of Chatham, Woolwich, and Portsmouth.

The want of time compelled me to forego, as already stated, the intention of visiting all the English naval establishments, and I was necessarily restricted to those which were near at hand.

Even they, however, would supply a greater range of topics than would comport with the limits of a general report, if every object of interest that presented were merely to be catalogued. Wherefore, with your leave, I will here only mention, as briefly as possible, the more prominent objects of interest, such as the ships and their peculiarities, which are the latest products of these immense establishments, and are therefore to be regarded as the exponents of present views.

The *Mersey* is the designation of a new screw frigate now building in Chatham and commenced in this year. On the official list she is registered as a "screw steam frigate of 40 guns." The dimensions assigned by the current publications are—

Length extreme.....	336½ feet.
Length between perpendiculars.....	300 "
Length of keel for tonnage.....	264½ "
Breadth extreme.....	52 "
Breadth for tonnage.....	51½ "
Breadth moulded.....	50½ "
Depth of hold.....	19½ "
Burden.....	3,726 "
Engine, horse power.....	1,000 "

The planking is complete as high as the gun deck, the form has great sharpness at both ends, and the length of the hull is very striking. The dimensions above given are considerably greater than those of our Merrimac class, and nearly, if not quite, approach those of the Niagara. The capacity of such a hull to unite the highest rate of speed and power of battery is very ample. What the steam power is to be is not stated, but the 40 guns assigned by the official register must needs be of the heaviest calibre; it is reported sixty-eight-pounders of 95 cwt. on the gun deck, but I heard nothing on the subject that was authentic. There can be little doubt that, with any reasonable success in applying the capacity of such a vessel, she must become the most formidable of ships of war.

The Diadem, registered on the official list as a "screw steam ship, 32 guns, 800 horse power," exhibits a finished sample of the larger class of new British screw frigates that are designed to rate with our Merrimac class, being complete in all appointments and commissioned for service.

She is by no means as large as the Mersey, and is even inferior in size to the Merrimac, if the dimensions given by the nautical periodicals are correct, viz:

Between perpendiculars.....	240 feet.
Breadth extreme.....	48 "
Tonnage.....	2,500

The gun deck affords fine roomy quarters even for the massive cannon mounted there; the distance between the ports (nearest sills) being 18 feet, while the size of the ports, like the guns themselves, is extraordinary.

The pieces which I saw mounted on this deck were twenty 10-inch shell guns of 87 cwt., being in reality the original of our own 10-inch gun adopted from the English in 1841, and yet to be seen playing the part of pivot guns in the Mississippi, Macedonian, and Constellation. The exterior figure of the English gun has, however, been remodelled so as to conform to that of the ordnance generally. These guns are mounted on the two truck Marsilly carriages, already described in speaking of the Excellent's sixty-eight pounder. It differs from the copy which I made of the original for the 9-inch guns of the new United States frigates in having the rear transom to rest on the deck instead of the brackets, as already explained, while the roller handspike ships a little on one side and the training tackle hooks as much on the other.

These carriages are unusually low, which is by no means undesir-

rable if not in conflict with other requirements, and the guns can be elevated 14° or depressed 8° , so ample are the dimensions of the ports.

There are no eccentric rear trucks, except in that pair of carriages which is abreast of the hatches closed by bulkheads for the convenience of the steam, and where it is probable there might be some embarrassment with the roller handspike, which is, however, the only resort of the other 10-inch guns, and is longer and much heavier than our own.

On the spar deck are ten 32-pounders of 58 cwt., mounted and equipped as such guns usually are, and two 68-pounders of 95 cwt., one at each end. These last are on pivot carriages, resembling our own in the general principle only of a carriage moving on a slide, to which it is compressed in recoil—in detail the difference is very considerable; the slide is much shorter, and, instead of a bolt and socket, the connexion with the deck is established by a plate attached to the fore end of the slide which plays on a hinge, so as to turn down and allow the hole in it to drop over a bolt in the deck, which is so rounded for the purpose that its head resembles that of an acorn; these bolts are placed permanently in the deck wherever it is intended to pivot the slide, and the plate when turned up against the fore end of the slide lies flush with its surface, so as to present no projection. The compressor is applied to the rear transom, the latter being extended underneath from the brackets sufficiently for the purpose, which explains the contact of the transom with the deck instead of the brackets, when the carriage is transferred from its slide to be used in broadside. The fore trucks have fixed axles, the rear act excentrically by attached levers, to which hook the side tackles. The upper surface of the rail is faced with a wide iron plate. All of these arrangements seemed to me inferior to our own, though this may not appear so markedly with such pieces as 68-pounders.

The after pivot gun is stowed athwart the deck directly forward of the propeller well, which is without a trunk, as in our ships, but is closed by a flat hatch flush with the deck plank when the screw is submerged, so that the slide traverses without obstruction, and enables the gun to command the entire sweep of the stern, which is well opened for that object, and thus half the purpose in having a stern gun is not uselessly sacrificed, as it is in all the new United States screw frigates.

According to the official register, the engines are of 800 horse power. They are by the firm of Maudslay—have two cylinders of 82 inches, and four feet stroke. The boilers are fitted with horizontal tubes, and the length occupied by the whole steam power was said to be about one-third that of the ship. The consumption of fuel at full speed not yet ascertained. No bunkers on the berth deck, but only below it, which might contain 450 tons. The stowage of water inconsiderable, but a distilling apparatus was relied on to furnish a supply, which, with one pound of coal, was assumed to produce nine or ten pounds of drinkable water when the engine was not in motion.

When I visited the Portsmouth yard, on the 29th September, the Diadem was alongside the wharf, receiving, with all despatch, the

final details which were to complete her equipment for sea, under the eye of the officer who is to command, Captain Moorsom, so well known as the inventor of the English percussion shell; he politely invited me to witness the first trial trip.

This took place on the 2d October. About half past nine a. m. the *Diadem* was hauled out of the basin and steamed deliberately down the harbor towards the roads of Spithead—the draught, $20\frac{1}{4}$ feet aft, being some 10 inches less than when fully laden, and causing the upper edge of the screw blade to be slightly exposed.

About quarter past ten o'clock the ship ranged along the measured mile in Stokes bay, but no observation of the rate was then made, because the engine was not at full speed, and the makers desired to attain this gradually. I chanced, however, to note it for my own satisfaction, and found that the mile's length was passed over in five minutes and three seconds, being 11.9 knots per hour. Water smooth, wind moderate and right ahead, the last of the tide favorable, and estimated by the pilot to be about one knot per hour. Engine making 41 revolutions, with a pressure of 11 lbs.

The vessel was now wore round and crossed over towards Ryde, then headed out to sea by the eastern passage, the machinery working with ease, draught good, temperature of engine room perfectly agreeable, that of the furnace room high enough, but not more so than in our own ships.

At noon the *Diadem*, being outside in the open channel, was put round heading back into harbor, the engine being now up to forty-eight revolutions, and about one o'clock was approaching the nearer station of the *measured mile*, when a counterpoise in the machinery gave way, upon which the makers of the engine decided to postpone further trial of the full speed, being properly unwilling to do so under a disadvantage so easily and permanently reparable as that just encountered. The ship was therefore put round, steamed to Spithead, and anchored near the *Ganges*, 84.

As the engine is said to be capable of fifty-five revolutions, I see no reason to doubt that the speed of the ship at load draught of twenty-one feet, would be less than twelve knots.

The *Diadem* is a warlike looking vessel, ship-rigged, though less heavily masted and sparred than usual.

The screw is hoisted, not by the spanker boom, but by sheers stepping on the spar deck at each side of the well; the legs are readily separable, and, being short, admit of being conveniently stowed out of the way.

Two other ships, one building, are styled on the official list like the *Diadem*, "screw steamships, thirty-two guns, 800 horse power," and, I am told, are of the same class, but am without any authentic information to that effect.

Another type of the screw frigate I saw in construction at the Woolwich yard, named the *Galatea*, but no vessel answering to the name or class appears on the official list. All the frames were up, except a few at the extreme after end. The length was said to be 280 feet, which is about that of the *Diadem*; whether the resemblance extended to the other dimensions I was not informed, but they were

certainly those of a large ship. As well as I could distinguish, there were indications of twenty-four ports on the gun deck, and I was told the spar deck would be light, except at the ends, where it would be made strong enough to bear a heavy pivot gun. If correctly informed then, there would be twenty-six guns, all no doubt of the heaviest description, as would befit so large a ship; but what they would be, my conductor was unable to say.

These three ships—Mersey, Diadem, and Galatea—may be considered as embodying the views of the British authorities in relation to the types of vessels preferable for screw frigates of the largest size.

The latest style of screw sloop class may be represented by two ships which I saw on the stocks.

One of these, nearly completed at the *Chatham* yard, is a fine looking hull, said to be about 200 feet long and of 1,500 tons; is styled on the register a "*steam screw corvette, of twenty-one guns and four hundred horse power*;" has sharp ends and a flat floor; is planked up outside, but the decks are not entirely.

The beds ready for the engine, but no part of it in yet; the aftermost section of the shaft was, however, fitted to the bearings in the stern post.

The propeller is to be hoisted, but there is no trunk, (or continuation of the propeller well above the spar deck,) and thus a clear sweep is left for the pivot gun when mounted aft, the stern and quarter ports for which seemed, however, contracted.

It is said that the battery will consist of twenty 8-inch of 65 cwt., and one pivot 68-pounder of 95 cwt., carried forward or aft, as may be convenient. I could not but notice the planeness of her deck, so advantageous in working guns, and, indeed, indispensable when *on pivot*. I understood the name to be "*Charybdis*," but am not sure.

The *Challenger* is the name of another ship of like class, and also borne on the register as a "*steam screw corvette, of twenty-one guns, four hundred horse power*." I was told that the dimensions and form were the same as those of the *Chatham* ship, just mentioned, the difference being that this vessel is to have a light deck, strengthened at the ends to bear a pivot gun. The propeller is designed to be lifted by the spanker boom.

Though these are the latest and perhaps the finest of the English screw corvettes, the class is by no means so recent as not to have undergone trial; on the contrary, three are in service, four more have been completed, and three are building; from which it may be inferred that the results are in general satisfactory. There is also another new class of screw corvettes, rather less in size, of 17 guns and 200 horse power, of which one is in service and four are now in process of construction.

Screw Gun-boats.

This is a class with which we are entirely unprovided, and yet of great interest to us by reason of their adaptation to the shallow waters of the southern seaboard, where heavier vessels

would be entirely useless. There are several sizes of them, but the best may be described as being of 106 feet by 22 feet in dimension, with a draught not exceeding five or six feet. Two pivot guns are carried habitually on the deck just over the keel, the distance between them about twice that of each from the bow or stern. When not used they stow fore and aft; each may be pivoted to either side where the bulwarks open for their reception, or may be transported to the extreme which is nearest—where, too, the bulwarks are movable, so as to admit the gun; while other appliances, invariably permanent in other vessels, are also made to yield to the working of the cannon. There is no bowsprit, for instance, but a light jib-boom that can be readily got in, and thus the aim may be had in any direction, even right ahead or astern, without moving the boat.

The gun boat I saw (Biter) had mounted one 68-pounder of 95 cwt., and a 32-pounder of 58 cwt.; but an officer who had commanded one of like class in most of the operations of the Baltic, told me that, on such occasions, the 32-pounder was commonly exchanged for a 68-pounder from one of the line-of-battle ships. Two bronze 24-pounder howitzers were also on deck.

Three light masts for fore and aft sails are stepped on the spar deck, and can be lowered by means of sockets.

But the chief motor is steam. The engine is high pressure, of sixty-horsepower, and remarkable for its snugness; said to be capable of giving a speed of seven or eight knots. The screw is fixed. As may be supposed, the vessel is nearly occupied by this amount of ordnance and steam power, and little space is left for stores of coal, provisions, or water, or for the accommodation of men; wherefore, such craft cannot cruise far from their depots, whether afloat or ashore; but quite as far as would be required for coast defence. I was told by good authority that the performance of these gun boats had been very satisfactory in every respect. The official list registers one hundred and forty-four such vessels. There are some forty more, which differ in size and power, but not materially, with engines of twenty, sixty, and eighty-horse power.

I saw many new ships of the heaviest class, such as the 91-gun ships and larger; but it is needless to enter into any particular description thereof, because the naval policy of the United States renders them almost useless, and there is little ingenuity required to apply their great capacity profitably, whether to accommodate guns, steam, men, or provisions.

Nor need this paper be unnecessarily extended by mentioning details which came under my notice, but belong to the technicalities of other branches, except in a few particulars that more directly interest or concern the convenience of the battery.

Thus, it seems to be the invariable practice in the late British ships to plank the gun decks with oak from the waterway nearly to the combings of the hatches, intended to obviate the greater wear to which the decks are liable by the use of two truck carriages and heavy calibres. It may be, however, that the choice which is to be had in this country of excellent pine may not require the same precaution in our own ships.

In many of the new British vessels I observed the greater planeness of the decks, a convenience for all classes of guns, but indispensable for the heavier calibres; nor will the most perfect carriages and apparatus nor the best skilled crews avail with pivot guns of the first order, if the constructors will not furnish this essential requisite.

The after pivot gun is also unobstructed in the new English ships of all classes by the trunk or continuation of the propeller well, yet all the screws hoist in every class of vessel, from the sloop upward. When down, the flat hatch covers the opening, and the gun pivots right over all. In all our new screw frigates, the after pivot gun is shorn of half its power by the presence of the trunk.

While at Lisbon, the Dutch screw frigate *Wassenar* arrived just completed, and on the trial trip. A fine warlike ship of 2,400 tons, but presenting no novelty of design or detail; carries 44 guns, 30-pounders, and 8-inch shell guns, with a pivot 68-pounder on forecastle. Engine, nominally, 300 horse power, but can work to 500 horse power. Two cylinders; trunks; four-foot stroke; burns 35 tons daily, at 55 revolutions; eight days' fuel; said to steam eight knots.

With this abbreviated account of the manner in which I have endeavored to fulfil the trust that you were pleased to commit to my charge, and which, I hope, will meet your approval,

I have the honor to be, most respectfully, your obedient servant,

JNO. A. DAHLGREN,

Commander.

Hon. I. TOUCHEY, *Secretary of the Navy.*

No. 1.

Estimate of the sums required for the support of the office of the Secretary of the Navy for the fiscal year ending June 30, 1859.

For salary of the Secretary of the Navy, per act of March 3, 1853, section 4, Statutes at Large, volume 10, page 212.....	\$8,000 00
For salary of the chief clerk, per act of March 3, 1853, section 3, Statutes at Large, volume 10, page 211.....	2,200 00
For salary of one fourth class clerk, per act of March 3, 1853, section 3, Statutes at Large, volume 10, page 210.....	1,800 00
For salary of one fourth class clerk, as disbursing clerk, per act of March 3, 1853, section 3, Statutes at Large, volume 10, page 211.....	200 00
For salaries of six third class clerks, at \$1,600 per annum, per act of April 22, 1854, section 1, Statutes at Large, volume 10, page 276.....	9,600 00
For salaries of four second class clerks, at \$1,400 per annum, per act of April 22, 1854, section 1, Statutes at Large, volume 10, page 276.....	5,600 00
For salary of principal messenger, per joint resolution of Congress, approved August 18, 1856, Statutes at Large, pamphlet edition, page 145.....	900 00
For salary of assistant messenger, per same resolution.....	700 00
For salary of laborer, per same resolution.....	600 00
Total salaries for fiscal year 1858-'59.....	29,600 00
Appropriated for fiscal year 1857-'58.....	\$29,600 00
<i>Contingent expenses.</i>	
For blank books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items.....	2,840 00
Appropriated for fiscal year 1857-'58.....	\$2,840 00
Total estimate for fiscal year 1858-'59.....	32,440 00
Total appropriated for fiscal year 1857-'58.....	32,440 00
CIVIL.	
Salaries.....	29,600 00
Contingent.....	2,840 00

Estimate of the sums required for support of the Southwest Executive Building, for the fiscal year ending June 30, 1859.

For salaries of four watchmen, per acts of August 26, 1842, section 4; Statutes at Large, volume 5, page 524; September 30, 1850, section 2; Statutes at Large, volume 9, page 543; August 31, 1852, section 1; Statutes at Large, volume 10, page 82; and April 22, 1854, section 2; Statutes at Large, volume 10, page 276.....	\$2,400 00
For labor, fuel, lights, and miscellaneous items, per act of August 26, 1842, section 22, No. 1; Statutes at Large, volume 5, page 528.....	3,913 06
Total estimate for fiscal year 1858-'59.....	6,313 00
Total appropriated for fiscal year 1857-'58.....	6,313 00
CIVIL.	
Salaries.....	2,400 00
Contingent.....	3,913 00

Estimate of pay for the fiscal year ending June 30, 1859, of the commission and warrant officers of the navy, including the engineer corps, not on duty; and also for the pay of those officers on duty who are not included in the estimates of the bureaus.

For pay of officers not on duty.....	\$346,200 00
For pay of officers on duty connected with the United States Coast Survey...	62,000 00
For pay of officers on light-house duty.....	26,700 00
For pay of officers on special service.....	58,300 00
Total.....	493,200 00
Appropriated for fiscal year 1857-'58.....	529,250 00
NAVY.	
Pay of the navy.....	493,200 00

Estimate of the sums required for the transportation of the United States mails for the fiscal year ending June 30, 1859, as authorized by the acts of Congress approved March 3, 1847, and March 3, 1851.

For transportation of the mails from New York to Liverpool and back, per act of March 3, 1847, section 2, Statutes at Large, volume 9, page 187.....	\$385,000 00	
From which deduct the sum required, by act of March 3, 1851, section 1, Statutes at Large, volume 9, page 623, to be refunded by deductions annually from compensation of said line, to repay advances authorized by act of August 3, 1848, viz: 10 per centum on the aggregate advances, \$385,000.....	33,500 00	\$346,500 00
Appropriated for fiscal year 1857-'58, \$346,500.		
For transportation of the mails from New York to New Orleans, Charleston, Savannah, Havana, and Chagres, and back, per act of March 3, 1847, section 4, Statutes at Large, volume 9, page 188.....	290,000 00	
From which deduct the sum required to be refunded by act of March 3, 1851, viz.: 10 per centum on the aggregate advances to said line, \$290,000.....	29,000 00	261,000 00
Appropriated for fiscal year 1857-'58, \$261,000.		
For transportation of the mails from Panama to California and Oregon, and back, per acts of March 3, 1847, section 5, Statutes at Large, volume 9, page 188, and of March 3, 1851, section 1, Statutes at Large, volume 9, page 623.....	348,250 00	
From which deduct the sum required to be refunded by act of March 3, 1851, viz: 10 per centum on the aggregate advances to said line, \$199,000.....	19,900 00	328,350 00
Appropriated for fiscal year 1857-'58, \$328,350.		
Total estimate for fiscal year 1858-'59.....		935,850 00
Total appropriated for fiscal year 1857-'58.....		935,850 00
SPECIAL.		
Transportation of the mail.....		935,850 00

RECAPITULATION.

CIVIL.	
Office of the Secretary of the Navy—	
Salaries.....	\$29,600 00
Contingent.....	2,840 00
Southwest Executive Building—	
Salaries.....	2,400 00
Contingent.....	3,913 00
NAVY.	
Pay of the navy.....	493,200 00
SPECIAL.	
Transportation of the mail.....	935,650 00

No. 2.

BUREAU OF YARDS AND DOCKS,
November 20, 1857.

SIR: I have the honor to submit herewith duplicate and triplicate sets of the estimates from this bureau for the fiscal year ending June 30, 1859, the first set having been submitted on the 15th ultimo.

I submit also my report for the past year in duplicate, with an abstract or compendium of the same.

An abstract of the offers which have been received for furnishing supplies, under the cognizance of this bureau, for the year ending June 30, 1858, as required by the act of Congress approved March 3, 1843, is also herewith submitted, together with a list of contracts made by this bureau for the year 1857.

I have the honor to be, with great respect, your obedient servant,
JOSEPH SMITH.

Hon. ISAAC TOUCEY, *Secretary of the Navy.*

Schedule of the papers accompanying the report of the chief of the Bureau of Yards and Docks to the Secretary of the Navy, for the fiscal year ending June 30, 1859.

Y. & D. A.—General estimate from yards and docks.

Y. & D. No. 1.—Estimate for the support of the bureau.

Y. & D. No. 2.—Estimate for recruiting stations.

Y. & D. No. 3.—Estimate for officers and others at yards and stations.

Y. & D. No. 4.—Statement showing the sums which make up the first and second items in paper Y. & D. A.

Y. & D. No. 5.—Estimate for improvements and repairs at yards and stations.

Y. & D. No. 6.—Estimate for improvements and repairs at hospitals and naval asylum.

Y. & D. No. 7.—Estimate for improvements and repairs of magazines.

BUREAU OF YARDS AND DOCKS, October 15, 1857.

Y. & D. A.

General estimate from the Bureau of Yards and Docks for the fiscal year ending June 30, 1859, in addition to the balances remaining unexpended July 1, 1858.

Object.	Estimated for the year end- ing June 30, 1859.	Estimated for the year end- ing June 30, 1858.
1. For the pay of commission, warrant, and petty officers, (see paper Y. & D. No. 4.).....	\$275,664 00	\$272,952 00
2. For the pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations, (see paper Y. & D. No. 4.).....	139,232 00	128,382 00
3. For improvements and necessary repairs at yards and stations, (see paper Y. & D. No. 5.).....	1,952,509 00	2,127,392 00
4. For hospital buildings and their dependencies, including the naval asylum, (see paper Y. & D. No. 6.).....	159,866 00	63,615 00
5. For ordnance works, magazines, and their dependencies, (see paper Y. & D. No. 7.).....	209,615 00	113,458 00
6. For contingent expenses that may accrue during the fiscal year for the following purposes, viz: For the freight and transportation of materials and stores for yards and docks; for printing and stationery; for books, maps, models, and drawings; for purchase and repair of fire engines; for machinery of every description, and patent right to use the same; the repair of steam engines and attendance on the same in navy yards; for the purchase and maintenance of horses and oxen and driving teams; for carts, timber wheels, and workmen's tools of every description, and repairing the same; for postage of letters on public service; for furniture for government houses; for coals and other fuel: for candles and oil for use of navy yards and stations; for cleaning and clearing up yards; for flags, awnings, and packing boxes; for watchmen; and for incidental labor at navy yards not applicable to any other appropriation.....	479,600 00	442,000 00
Total.....	3,216,486 00	3,147,799 00

JOSEPH SMITH.

BUREAU OF YARDS AND DOCKS, *October* 15, 1857.

Y. & D. No. 1.

Estimate of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending June 30, 1859.

For salary of the chief of the bureau, per act of August 31, 1842, Statutes at Large, volume 5, chapter 286, section 3, page 579.....	\$3,500 00
For salary of chief clerk, fourth class, per act of March 3, 1853, Statutes at Large, pamphlet edition, chapter 97, section 3, page 210.....	1,800 00
For salaries of five clerks, including draughtsman, (four of second class, one of first class,) per act of March 3, 1853, Statutes at Large, pamphlet edition, chapter 97, section 3, page 210; and act of April 22, 1854, Statutes at Large, pamphlet edition, chapter 52, section 1, page 276.....	6,800 00
For salary of messenger, per act of August 31, 1842, Statutes at Large, volume 5, chapter 286, section 6, page 540; act of April 22, 1854, pamphlet edition, Statutes at Large, chapter 52, section 2, page 276; act of August 4, 1854, pamphlet edition, Statutes at Large, chapter 242, section 6, page 572; and joint resolution No. 18, August 18, 1856, pamphlet edition, Statutes at Large, page 145.....	840 00
For wages of two laborers, per act of August 4, 1854, pamphlet edition, Statutes at Large, chapter 242, section 6, page 572; and joint resolution No. 18, of August 18, 1856, pamphlet edition, Statutes at Large, page 145.....	1,200 00
	<hr/> 14,140 00
Appropriated for the year ending June 30, 1858.....	<hr/> 14,140 00
<i>Contingent expenses.</i>	
For stationery, books, plans, drawings, and incidental labor.....	800 00
Appropriated for the year ending June 30, 1858.....	<hr/> 800 00

BUREAU OF YARDS AND DOCKS, October 15, 1857.

Y. & D. No. 2.

Estimate of the pay of the officers attached to the recruiting stations for the year ending June 30, 1859, if no alteration is made in the number of stations.

Rank.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Total.	Aggregate.
Commanders	1	1	1	1	1	1	6	\$12,600 00
Lieutenants	1	1	1	1	1	1	6	9,000 00
Surgeons	1	1	1	1	1	1	6	10,500 00
Passed midshipmen.....	1	1	1	1	1	1	6	4,500 00
	4	4	4	4	4	4	24	36,600 00

BUREAU OF YARDS AND DOCKS, October 15, 1857.

REPORT OF THE

Y. & D. No. 3.

Estimate of the pay of officers and others at navy yards and stations for the year ending June 30, 1859.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Passed midshipman	750 00	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Sailmaker	700 00	
1	Purser's assistant, when performing the duties of clerk also.	750 00	
1	Steward, (surgeon's)	480 00	
			\$18,180 00
ORDINARY.			
1	Passed midshipman	750 00	
1	Carpenter's mate	228 00	
11	Seamen, at \$180 each	1,980 00	
6	Ordinary seamen, at \$144 each	864 00	
			3,822 00
CIVIL.			
1	Storekeeper	1,500 00	
1	Naval constructor	2,600 00	
1	Civil engineer	1,500 00	
1	Draughtsman to civil engineer	900 00	
1	Superintendent of floating dock	1,000 00	
1	Foreman and inspector of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk to the storekeeper	900 00	
1	Clerk to the naval constructor	800 00	
1	Porter	456 00	
			13,106 00
	Total		35,108 00

BOSTON.

NAVAL.		
1	Captain	3,500 00
1	Commander	2,100 00
2	Lieutenants, at \$1,500 each	3,000 00
1	Master	1,000 00

Y. & D. No. 3—Continued.

BOSTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Surgeon.....	\$1,800 00	
1	Purser.....	2,500 00	
1	Chaplain.....	1,500 00	
2	Passed midshipmen, at \$750 each.....	1,500 00	
1	Boatswain.....	800 00	
1	Gunner.....	800 00	
1	Carpenter.....	800 00	
1	Sailmaker.....	800 00	
1	Gunner, keeper of magazine.....	800 00	
1	Clerk to purser.....	500 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	\$22 360 00
HOSPITAL.			
1	Surgeon.....	2,000 00	
1	Assistant surgeon.....	1,150 00	
1	Steward.....	480 00	
1	Matron.....	204 00	
2	Nurses, at \$180 each.....	360 00	
1	Cook.....	204 00	
1	Washer.....	144 00	
3	Watchmen, at \$240 each.....	720 00	5,262 00
CIVIL.			
1	Storekeeper.....	1,700 00	
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	2,000 00	
1	Draughtsman to civil engineer.....	900 00	
1	Master machinist and steam engineer.....	2,000 00	
1	Measurer and inspector of timber.....	1,050 00	
1	Clerk of the yard.....	1,200 00	
1	Clerk to the commandant.....	1,200 00	
1	Clerk (2d) to the commandant.....	960 00	
1	Clerk to the storekeeper.....	1,200 00	
1	Clerk (2d) to the storekeeper.....	900 00	
1	Clerk to inspector of provisions and clothing.....	750 00	
1	Clerk to naval constructor.....	800 00	
1	Porter.....	456 00	17,716 00
Total.....			45,339 00
NOTE.—The surgeon of the yard will attend the marines also.			

REPORT OF THE
Y. & D. No. 3—Continued.

NEW YORK.

No.	Officers, &c.	Pay.	Aggregate.
NAVAL.			
1	Captain	\$3,500 00	
1	Commander	2,100 00	
2	Lieutenants, at \$1,500 each	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to purser	500 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			\$22,360 00
HOSPITAL.			
1	Surgeon	2,250 00	
2	Assistant surgeons, at \$1,150 each	2,300 00	
1	Hospital steward	480 00	
1	Matron	204 00	
4	Nurses, at \$180 each	720 00	
2	Washers, at \$144 each	288 00	
2	Cooks, at \$168 each	336 00	
1	House-cleaner	144 00	
1	Messenger	144 00	
1	Gate-keeper	360 00	
1	Gardener	276 00	
1	Porter	180 00	
2	Watchmen, at \$240 each	480 00	
1	Engineer for steam pump	480 00	
			8,642 00
LABORATORY.			
1	Surgeon, director of laboratory	2,250 00	
1	Assistant surgeon	1,150 00	
1	Laborer	360 00	
			3,760 00
CIVIL.			
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,500 00	
1	Draughtsman to civil engineer	900 00	
1	Inspector and measurer of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to the commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to storekeeper	900 00	

Y. & D. No. 3—Continued.

NEW YORK—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Clerk to inspector of provisions and clothing	\$750 00	
1	Clerk to naval constructor.....	800 00	
1	Porter	456 00	
			\$16,216 00
	Total	-----	50,978 00
NOTE.—The surgeons of the yard will attend the marines also.			

PHILADELPHIA.

NAVAL.			
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Passed midshipman	750 00	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Sailmaker	700 00	
1	Purser's assistant, when performing the duties of clerk also	750 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's).....	480 00	
			18,660 00
HOSPITAL.			
1	Surgeon	2,250 00	
1	Passed assistant surgeon	1,150 00	
1	Steward, (surgeon's).....	480 00	
1	Cook	156 00	
2	Nurses, at \$180 each.....	360 00	
2	Washers, at \$108 each.....	216 00	
			4,612 00
NAVAL ASYLUM.			
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Chaplain	1,500 00	
1	Secretary	900 00	
1	Carpenter	800 00	
1	Steward to the asylum.....	480 00	
1	Purser's assistant.....	750 00	
1	Matron	204 00	
4	Washers, at \$108 each.....	432 00	
1	Cook	168 00	



REPORT OF THE
Y. & D. No. 3—Continued.

PHILADELPHIA—Continued.

No.	Officers, &c.	Pa	Aggregate.
	Cook's assistants—one at \$120, and one at \$36.....	\$216 00	
	Laundresses, at \$108 each	540 00	
8	Scrubbers and house-cleaners, at \$96 each	768 00	
4	Laborers, at \$180 each	720 00	
1	Master-at-arms	300 00	
1	Ship's corporal.....	240 00	
			\$15,118 00
	CIVIL.		
1	Storekeeper	1,500 00	
1	Naval constructor.....	2,600 00	
1	Superintendent of floating dock and machinery	1,000 00	
1	Measurer and inspector of timber.....	1,050 00	
1	Clerk of the yard.....	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (second) to the commandant.....	960 00	
1	Clerk to the storekeeper.....	900 00	
1	Clerk (second) to the storekeeper	750 00	
1	Clerk to the naval constructor.....	800 00	
1	Porter	456 00	
			12,416 00
	Total		50,806 00
	NOTE.—The surgeon of the yard is to attend the marines also.		

WASHINGTON.

	NAVAL.		
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Master.....	1,000 00	
1	Surgeon.....	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each.....	1,500 00	
1	Boatswain	700 00	
1	Gunner.....	700 00	
1	Carpenter.....	700 00	
1	Purser's assistant, when performing the duties of clerk also.....	750 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	
			19,210 00
	ORDINARY.		
1	Passed midshipman.....	750 00	
1	Boatswain's mate.....	228 00	
1	Carpenter's mate.....	228 00	
10	Ordinary seamen, at \$120 each.....	1,200 00	
			2,406 00

Y. & D. No. 3—Continued.

WASHINGTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
CIVIL.			
1	Storekeeper	\$1,700 00	
1	Civil engineer.....	3,000 00	
1	Naval constructor.....	2,600 00	
1	Draughtsman to civil engineer.....	900 00	
1	Measurer and inspector of timber	900 00	
1	Clerk of the yard.....	1,200 00	
1	Clerk to the commandant.....	1,200 00	
1	Clerk (second) to the commandant	960 00	
1	Clerk to the storekeeper.....	1,200 00	
1	Clerk (second) to the storekeeper	900 00	
1	Steam engineer and machinist.....	2,000 00	
1	Master tan and camboose maker.....	1,250 00	
1	Master chain-cable and anchor maker	1,250 00	
1	Pyrotechnist.....	1,500 00	
1	Keeper of the magazine.....	480 00	
1	Porter.....	456 00	
			\$21,496 00
	Total		43,112 00
	NOTE.—The surgeon of the yard is to attend the marines also.		

NORFOLK.

NAVAL.			
1	Captain.....	3,500 00	
1	Commander	2,100 00	
2	Lieutenants, at \$1,500 each	3,000 00	
2	Masters, at \$1,000 each	2,000 00	
1	Surgeon.....	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Passed midshipmen, at \$750 each.....	1,500 00	
2	Boatswains, at \$300 each.....	1,600 00	
2	Gunners, at \$300 each	1,600 00	
2	Carpenters, at \$300 each.....	1,600 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine.....	800 00	
1	Clerk to the purser	500 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's)	480 00	
			25,760 00
HOSPITAL.			
1	Surgeon.....	2,000 00	
1	Passed assistant surgeon	1,150 00	
1	Assistant surgeon.....	950 00	

REPORT OF THE
Y. & D. No. 3—Continued.

NORFOLK—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Steward.....	\$480 00	
1	Matron.....	204 00	
1	Gardener.....	276 00	
3	Nurses, at \$180 each.....	540 00	
2	Cooks, at \$168 each.....	336 00	
2	Washers, at \$144 each.....	288 00	
4	Boatmen, at \$168 each.....	672 00	
1	Boy.....	144 00	
	CIVIL.		\$7,040 00
1	Storekeeper.....	1,700 00	
1	Naval constructor.....	2,600 00	
1	Civil engineer.....	2,500 00	
1	Draughtsman to civil engineer.....	900 00	
1	Inspector and measurer of timber.....	1,200 00	
1	Clerk of the yard.....	1,200 00	
1	Clerk to the commandant.....	1,200 00	
1	Clerk (2d) to the commandant.....	960 00	
1	Clerk to the storekeeper.....	1,200 00	
1	Clerk (2d) to the storekeeper.....	900 00	
1	Clerk to the inspector of provisions and clothing.....	750 00	
1	Clerk to the naval constructor.....	800 00	
1	Porter.....	456 00	
	Total.....		16,366 00
			49,166 00
	NOTE.—The surgeon of the yard is to attend the marines also.		

PENSACOLA.

NAVAL.			
1	Captain.....	3,500 00	
1	Commander.....	2,100 00	
2	Lieutenants, at \$1,500 each.....	3,000 00	
1	Master.....	1,000 00	
1	Surgeon.....	1,800 00	
1	Purser.....	2,500 00	
1	Chaplain.....	1,500 00	
2	Passed midshipmen, at \$750 each.....	1,500 00	
1	Boatswain.....	800 00	
1	Gunner.....	800 00	
1	Carpenter.....	800 00	
1	Sailmaker.....	800 00	
1	Purser's assistant, when performing the duties of clerk also.....	750 00	
1	Steward, (purser's).....	480 00	
1	Steward, (surgeon's).....	480 00	
	ORDINARY.		21,810 00
1	Lieutenant.....	1,500 00	
1	Carpenter's mate.....	225 00	

Y. & D. No. 3—Continued.

PENSACOLA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
2	Boatswain's mates, at \$228 each	\$456 00	\$15,732 00
1	Cook	228 00	
10	Seamen, at \$180 each	1,800 00	
80	Ordinary seamen, at \$144 each	11,520 00	
HOSPITAL.			
1	Surgeon	2,250 00	7,580 00
2	Assistant surgeons, at \$950 each	1,900 00	
1	Steward	480 00	
1	Matron	250 00	
3	Nurses, at \$180 each	540 00	
2	Cooks, at \$163 each	336 00	
3	Washers, at \$144 each	432 00	
1	Carter	144 00	
1	Messenger	168 00	
3	Watchmen, at \$360 each	1,080 00	
CIVIL.			
1	Storekeeper	1,700 00	17,066 00
1	Naval constructor	2,600 00	
1	Civil engineer	3,000 00	
1	Assistant civil engineer and draughtsman	1,200 00	
1	Measurer and inspector of timber	900 00	
1	Superintendent of floating dock and machinery	1,000 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to the commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to the storekeeper	900 00	
1	Clerk (3d) to the storekeeper	750 00	
1	Porter	456 00	
Total.....			62,188 00
NOTE.—The surgeon of the yard is to attend the marines near the yard, and such persons in the yard as the commandant may direct.			

MARE ISLAND.

NAVAL.			
1	Captain	3,500 00	13,250 00
1	Commander, (act of August 5, 1854)	3,500 00	
1	Lieutenant	1,500 00	
1	Master	1,000 00	
1	Surgeon	2,000 00	
1	Steward, (surgeon's)	750 00	

REPORT OF THE
Y. & D. No. 3—Continued.

MARE ISLAND—Continued.

No.	Officers, &c.	Pay.	Aggregate.
CIVIL.			
1	Navy agent, to do the duty of purser also.....	\$1,000 00	
1	Storekeeper	2,500 00	
1	Naval constructor	2,600 00	
1	Civil engineer.....	4,000 00	
1	Clerk to navy agent; one to do duty as clerk of the yard also	3,000 00	
1	Clerk to navy agent	2,500 00	
1	Clerk and draughtsman to civil engineer.....	2,500 00	
1	Clerk to the commandant	1,500 00	
1	Clerk to the storekeeper.....	1,500 00	
1	Porter	750 00	
			\$21,850 00
	Total.....		37,100 00

SACKETT'S HARBOR.

NAVAL.			
1	Captain	3,500 00	
1	Master	1,000 00	
			4,500 00
	Total.....		4,500 00

RECAPITULATION.

	Naval.	Ordinary.	Hospital.	Asylum.	Laboratory.	Civil.	Aggregate.
Portsmouth, N. H	\$18,180	\$3,822				\$13,106	\$35,108
Boston	22,360		\$5,282			17,716	45,334
New York	22,360		8,642		\$3,760	16,216	50,978
Philadelphia	18,660		4,612	\$15,118		12,416	50,806
Washington.....	19,210	2,406				21,496	43,112
Norfolk	25,760		7,040			16,366	49,166
Pensacola	21,810	15,732	7,580			17,066	62,188
Mare Island	12,260					24,650	37,100
Sackett's Harbor.....	4,500						4,500
Total.....	165,090	21,960	33,136	15,118	3,760	139,232	378,296

Y. & D. No. 4.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate from the Bureau of Yards and Docks for the year ending 30th June, 1859, marked Y. & D. A.

FIRST ITEM.

For recruiting stations.....	\$36,600 00
For naval branch at yards and stations.....	165,090 00
For hospital branch at yards and stations, including the naval asylum at Philadelphia and the laboratory at New York	52,014 00
For ordinary branch at yards and stations.....	21,960 00
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	275,664 00
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SECOND ITEM.

For the civil branch at all the yards and stations.....	139,232 00
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BUREAU OF YARDS AND DOCKS,
October 15, 1857.

Y. & D. No. 5.

Estimate of the amounts that will be required towards the construction and completion of works, and for the current repairs at the several navy yards, for the fiscal year ending 30th June, 1859.

Portsmouth, N. H.

For mooring piers for dock.....	\$13,618 00
For extending stables.....	7,082 00
For completion of dock basin.....	6,750 00
For repairs of floating dock.....	3,865 00
For repairs of all kinds.....	20,900 00
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	52,215 00
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Boston.

For reservoirs	13,500 00
For boiler house, chimney, and boilers at ropewalk.....	25,000 00
For altering tar kettles	2,000 00
For machinery and bobbins for ropewalk.....	8,000 00
For machinery for machine shop and foundry.....	35,000 00
For extension of dry dock.....	80,000 00
For repairs of all kinds.....	40,000 00
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	203,500 00
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New York.

For boiler house and setting boilers.....	\$8,816 00
For lightning rods.....	985 00
For water pipes.....	1,200 00
For drains.....	3,000 00
For quay wall.....	80,000 00
For sewer extended to quay wall.....	2,000 00
For boiler to dredger.....	1,000 00
For bilge blocks for docks.....	3,000 00
For large derrick and foundation.....	21,000 00
For wall on Flushing avenue, 800 feet.....	8,385 00
For timber basin.....	6,000 00
For repairs of oakum shop.....	2,500 00
For filling ponds in yard.....	22,000 00
For filling in new purchase.....	50,650 00
For dredging channel and scows.....	30,000 00
For piling site for marine barracks.....	46,000 00
For machinery for machine shop, boiler shop, saw mill, foundry, smithery, and brass foundry.....	27,000 00
For repairs of all kinds.....	40,000 00
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	353,536 00
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Philadelphia.

For extending gun carriage shop.....	3,213 00
For additional story to plumber's shop.....	1,800 00
For completing guard house	1,500 00
For dredging channels and repairs of dredger, &c.....	11,600 00
For repairs of dry dock.....	71,300 00
For repairs of all kinds.....	9,301 00
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	98,714 00
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Washington.

For wall west side of yard.....	14,000 00
For covering and filling space behind wall.....	9,000 00
For extension of navy store.....	13,000 00
For anchor shop and coal houses.....	46,000 00
For carriage houses and cart sheds.....	2,000 00
For pavements, drains, and gutters.....	4,000 00
For gas works.....	7,000 00
For machinery and tools.....	11,100 00
For repairs of all kinds.....	25,000 00
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	131,100 00
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Norfolk.

For continuation of quay wall.....	\$80,000 00
For completing victualling establishment.....	68,000 00
For completing grading and drainage.....	16,300 00
For dredging channels.....	8,000 00
For completing ship house No. 48.....	47,688 00
For machinery and tools.. ..	15,300 00
For timber shed No. 18.....	26,350 00
For completing reservoir.....	3,745 00
For completing carpenter's shop.....	12,275 00
For repairs of all kinds.....	54,500 00
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	332,158 00
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Pensacola.

For continuing granite wharf.....	\$96,000 00
For repairing and operating dock.....	15,000 00
For filling and paving around dock basin.....	13,400 00
For dredging in front of basin.....	9,000 00
For repairs of railways.....	2,000 00
For completing water pipes to permanent wharf.....	820 00
For completing foundry.....	30,000 00
For ship house over slip.....	88,650 00
For constructor's workshop.....	47,600 00
For cistern at machine shop.....	2,550 00
For trip-hammer for smithery.....	3,500 00
For police room.....	7,300 00
For blast pipes.....	500 00
For repairs of all kinds.....	46,995 00
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	363,315 00
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Mare Island, California.

For guard house No. 73.....	\$11,330 00
For tar and pitch house No. 74.....	9,592 00
For two cisterns No. 49.....	6,532 00
For grading.....	20,000 00
For paving.....	11,110 00
For continuing wharf.....	45,276 00
For foundries, boiler establishment, &c.....	292,131 00
For gas works.....	10,000 00
For Bishop's derrick.....	12,000 00
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	417,971 00
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Recapitulation.

Portsmouth, N. H.....	\$52,215 00
Boston.....	203,500 00
New York.....	353,536 00
Philadelphia.....	98,714 00
Washington.....	131,100 00
Norfolk.....	332,158 00
Pensacola.....	363,315 00
Mare Island.....	417,971 00
Total.....	<u>1,952,509 00</u>

Y. & D. No. 6.

Estimate of the amount that will be required towards the construction and completion of works, and for the current repairs at the several naval hospitals, for the year ending June 30, 1859.

Portsmouth, New Hampshire.

For building for hospital.....	<u>\$30,374 00</u>
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Boston.

For repairs of buildings and grounds.....	<u>3,000 00</u>
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New York.

For enlarging cemetery, and enclosing the same.....	7,800 00
For purchase of lot adjoining cemetery.....	6,000 00
For completing heating apparatus.....	6,000 00
For repairs of buildings and fences.....	7,200 00
	<u>27,000 00</u>

Naval asylum, Philadelphia.

For gateway and iron gate on Shippen street, and road from same.....	1,500 00
For repairs to furnaces, grates, and ranges.....	1,000 00
For painting main building and lodges.....	1,600 00
For brick floors in governor's and surgeon's houses.....	400 00
For cleaning and whitewashing.....	500 00
For gas tax.....	1,000 00

For water tax.....	\$200 00
For furniture for the asylum, and repairs.....	300 00
For general repairs.....	2,000 00

	8,500 00
For support of beneficiaries at the asylum.....	26,392 00

34,892 00

Norfolk.

For stone pier and landing.....	34,900 00
For repairs of buildings and appurtenances.....	11,000 00

45,900 00

Pensacola.

For draining and filling ponds.....	2,000 00
For repairs of buildings, grounds, &c.....	16,700 00

18,700 00

Recapitulation.

For Portsmouth.....	30,374 00
For Boston.....	3,000 00
For New York.....	27,000 00
For Philadelphia (asylum).....	34,892 00
For Norfolk.....	45,900 00
For Pensacola.....	18,700 00

Total..... 159,866 00

BUREAU OF YARDS AND DOCKS, October —, 1857.

Y. & D. No. 7.

Estimate of the amount that will be required towards the construction and completion of ordnance works, and for the current repairs at the several naval magazines, for the year ending June 30, 1859.

Portsmouth, New Hampshire.

For gun carriage shop and storehouse.....	\$36,500 00
For boiler room, boiler, engine, and machinery.....	8,100 00
For repairs of all kinds.....	2,000 00

46,600 00

Boston.

For repairs of all kinds.....	\$1,500 00
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New York

For dredging channel to Ellis' island.....	800 00
For repairs of all kinds.....	6,000 00
	<u>6,800 00</u>

Philadelphia.

For repairs of all kinds.....	1,000 00
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Norfolk.

To complete ordnance building, for which \$50,000 was appropriated for the year ending June 30, 1858, the original estimate amounting to \$102,704 21.....	52,705 00
For quay wall at St. Helena, estimated to cost \$257,571 93.....	80,000 00
For continuation of sea wall at magazine.....	5,560 00
For iron crane at Fort Norfolk.....	3,000 00
	<u>141,265 00</u>

Pensacola.

For repairs of all kinds.....	1,000 00
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Mare Island.

For shell house.....	6,200 00
For magazine, keeper's house, and grounds.....	3,000 00
For tank house and filling room.....	800 00
For railway and cars to transport powder to and from magazine.....	1,200 00
For shot beds, cleaning and piling shot and shells	250 00
	<u>11,450 00</u>

Recapitulation.

For Portsmouth, New Hampshire.....	46,600 00
For Boston.....	1,500 00
For New York.....	6,800 00
For Philadelphia.....	1,000 00
For Norfolk.....	141,265 00
For Pensacola.....	1,000 00
For Mare Island.....	11,450 00
	<u>209,615 00</u>

Total.....	209,615 00
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Compendium of the annual report from the Bureau of Yards and Docks for the fiscal year ending June 30, 1859, showing:

What has been done at each navy yard in works of improvement and repairs during the past fiscal year, naming the objects completed, and the amount expended thereon; those which have been in progress but not completed, and the aggregate expenditure on the same; as also the amount expended on account of the Bureau of Yards and Docks for contingent at each navy yard.

Detailed remarks upon objects for which estimates are submitted, and the aggregate amount asked for each navy yard.

The same with reference to each of the naval hospitals and the naval asylum.

Also in regard to the magazines and ordnance works at the several stations.

Remarks in relation to the state and condition of the several floating and stone dry docks.

Statements with reference to the number, condition, &c., of the beneficiaries at the naval asylum in Philadelphia, and the expenses of the establishment during the past year.

Suggestions in regard to the present system of protection afforded to the timber growing on the public lands suitable for naval purposes; further legislative provisions recommended.

Report from the Bureau of Yards and Docks, in explanation of the estimates from that bureau, under the head of each navy yard, as to works which have been completed during the past year, those now in progress, and as regards the estimates which are now submitted in detail, for the year ending June 30, 1859.

PORTSMOUTH, NEW HAMPSHIRE.

The only work of improvement which has been completed at this yard during the past fiscal year is the timber slip, which has been commenced and completed within the year, in a thorough and permanent manner, and within the amount estimated. The amount expended upon this object is \$1,889 80.

The works upon which expenditures have been made, but which are not yet completed, are—

1. *Dredging in front of dock basin.*—This important work has been vigorously prosecuted. At the commencement of the fiscal year the dredge had removed the sand, mud, loose gravel, &c., over the whole area intended for the deep basin. Ledge gravel, clay, and rubble, cemented together, were found to occupy a large space, and its removal was necessary to obtain a sufficient depth of water for the operations of the floating dock. The removal of these substances required submarine blastings and the use of the diving bell, both of

which operations, though difficult and tedious, have been successfully accomplished, and about 20,000 cubic feet of ledge, compact clay, and gravel, have been conveyed beyond the space to be occupied by the dock. The removal of some sharp projecting points of ledge is all that now remains to be done to complete this work.

2. *Launching and hauling up ways in ship house No. 4.*—Within the past year the stone work outside the ship house has been completed and the timber ways laid and secured. The continuation of the ways in the ship house must necessarily be delayed until the Franklin (now on the stocks) shall have been launched.

3. *Dock basin.*—Progress has been made towards the repairs of the walls of the basin by removing the filling behind them, and taking up twelve of the courses of stone for a distance of one hundred and seventy-five feet. These walls had been seriously injured by the intensely cold weather of this climate, and to render them secure against the effects of this powerful agent great care will be required in their reconstruction. For the completion of this work, and the purchase of an additional course of large stone, a further appropriation of \$6,750 will be required.

4. *Pitch house.*—The foundations for this building have been laid, the walls erected, the kettles set, and the roof partly finished, and the building will be ready for use in a few weeks.

5. *Iron fences.*—In front of the officer's quarters, and in place of the dilapidated wooden palings, an appropriate and substantial iron fence on stone foundations has been erected, seven hundred feet in length. The grounds on the line of fence have been graded and gravelled, and the whole property drained.

6. *Repairs of all kinds.*—Proper and necessary repairs have been made upon the various buildings, wharves, fences, and bridges, and the total amount expended upon these works of improvement during the fiscal year is \$23,659 93. There has been expended for contingent the sum of \$17,001 11.

Plans and estimates are submitted for the fiscal year ending 30th June, 1859, for the following objects, viz: Mooring piers for floating dock; extension of stables; completion of dock basin; repair of floating dock, and for repairs of all kinds, amounting in the aggregate to \$52,215.

1. *Mooring piers of floating dock.*—At present, the only moorings for the dock are anchors, and three wooden piers each twenty feet square. These piers, constructed of piles but slightly driven into the hard bottom, are very insecure and insufficient for the safe mooring of the large structure, exposed as it is to violent gales and rapid currents. In such deep water, (34 feet,) clusters of piles afford but little protection, and it is deemed necessary to provide substantial and permanent works of granite, and an estimate is, therefore, submitted for this object.

2. *Extension of stables.*—When any considerable amount of work is in progress at this yard, the stables are insufficient to contain the teams necessarily employed. For several seasons stalls have been constructed in the sheds, and the carts and other tools removed and

left exposed to the weather, injury, and decay. The additional expense and loss, in conveying the food from one building to another, suggests the propriety and necessity of an extension of the stables. A small appropriation is asked to extend the present convenient arrangement sufficiently to meet the wants of the yard.

3. *Completion of dock basin.*—An appropriation has been made for this object, and the work is in progress; but upon taking up the old work it has been found necessary to provide an additional course of larger stone, and the work will therefore cost something more than was at first contemplated. It is a very important object, and should be urged forward to completion as soon as possible.

4. *Repairs of floating dock.*—Estimates of the amount necessary for the repairs and care of the floating dock are submitted by the superintendent. This sum will be required for the thorough repair and necessary fitting of rigging, painting, calking, &c., to enable the dock to be used in a successful manner, and to preserve the structure from premature decay.

5. *Repairs of all kinds.*—In the amount estimated for under this head is embraced the necessary painting of ship houses and yard buildings, refitting of store houses, repairs of officers' quarters, bridges, landing stages, roads, walks, gutters and drains, fences and walls, cranes, scows, derricks and boats, timber and knee dock, and all other miscellaneous and incidental repairs, which may become necessary during the fiscal year.

BOSTON.

At this yard the following works of improvement have been completed during the past fiscal year, viz: Packing house and cooperage, battery and sheer wharf; engines and pumps for rope-walk; stone wall north of timber dock; dock engine boiler house, coal house at rope-walk; gas pipes and burners, and engine for dry dock. Upon these objects there has been expended during the past fiscal year for labor, \$24,586 26, and for materials, \$44,003 03, making an aggregate of \$68,589 29.

The works which have been in progress during the year, but which are not yet completed, are:

1. *Machine shop, foundry, &c.*—The progress made upon this important work has been highly satisfactory. The principal walls of the main buildings are now up, and most of them will be under cover this fall; and it is confidently expected that they will be ready for occupation by the 1st of July, 1858.

2. *Paving.*—A large amount of paving, between the timber sheds, has been laid in a most substantial and permanent manner, and all that has been provided for, by appropriation, will be completed during the present season.

3. *Pile wharf.*—The materials for this object have been procured, but the work has been deferred until the opinion of the district attorney can be obtained as to the nature and extent of the right possessed by the government to build in the waters of the harbor.

4. *Bobbins for rope-walk.*—A portion of these have been procured,

and are in use. Great improvements have been made in the building and machinery, and this establishment is now in better condition than heretofore.

5. *Repairs of all kinds.*—Such repairs have been put upon the different buildings, wharves, docks, fences and other existing improvements as were necessary for their protection and preservation; and the amount expended during the year for these works is \$135,246 70.

There has been expended for contingent purposes at this yard, during the past fiscal year, the sum of \$60,976 46.

Plans and estimates are submitted for the fiscal year ending 30th June, 1859, for the following objects, viz: Reservoir near packing house; reservoir for machine shop; boiler house; chimney and boilers for rope-walk; altering tar kettles at pitch house; machinery and bobbins for rope-walk; machinery for machine shop and foundry; extension of dry dock, and for repairs of all kinds, amounting in the aggregate to \$203,500.

1. *Reservoir near packing house.*—This object is greatly needed to furnish a supply of water for yard purposes; the proposed location is between the rope-walk and the cooperage, from which buildings a large quantity of rain water may be saved, which now passes off over the surface of the yard, and is lost.

2. *Reservoir for machine shop.*—This establishment will require a large quantity of water for supplying the boilers, and, as there is no other source from which it can be obtained, it is proposed to construct a large reservoir to receive the water which may fall upon the roofs. This work is indispensable.

3. *Boiler house, chimney, and boilers for rope-walk.*—The present boilers are old and nearly worn out; are not of sufficient capacity to furnish steam for driving all the machinery, and there is no room in the present boiler house to place additional boilers. The rooms now occupied for this purpose are much needed for store rooms, and the additions now asked for will render the establishment complete and ample to answer all the demands of the service for many years to come.

4. *Altering tar kettles at pitch house.*—The process of boiling tar in the pitch house is found to generate so much heat and smoke in the confined space as to render the place excessively uncomfortable, and it is sometimes difficult to find men who are willing to attend to the duty. It is proposed to change the location of the kettles, that this inconvenience may be removed.

5. *Machinery and bobbins for rope-walk.*—The largely increased demand for manilla cordage renders additional machinery for its manufacture necessary. By its introduction, much of the hand heckling labor will be dispensed with, and the rope made at a reduced cost. The amount estimated for bobbins is for new ones to supply the place of those which are worn out and worthless.

6. *Machinery for machine shop and foundry.*—The amount already appropriated for this object will not be sufficient to provide all the machinery required in these extensive establishments, and it is deemed judicious to provide the means for purchasing such as may become necessary as the work progresses.

7. *Extension of dry dock.*—An appropriation for this object was made by the last Congress, and the work will be prosecuted as rapidly as the funds in hand will permit; the balance of the estimated cost will be required during the next fiscal year, and it is important that the appropriation should be made, that the work may be brought to a speedy completion.

8. *Repairs of all kinds.*—The amount asked for under this head is for the current repairs of roads and walks, fences, walls, sea-wall, storehouses, work shops, offices, officers' houses, drainage, wharves, and docks, and is such as is deemed necessary for the proper protection and preservation of the public property.

NEW YORK.

The works which have been completed at this yard during the past fiscal year are as follows: Saw mill and machinery, carpenter's shop, paving and flagging, filling in low places, oakum shop and picker, heating saw mill, lightning conductors, commandant's stable, machinery for engine house, and repairs of all kinds; upon which several objects there has been expended during the year the sum of \$70,632 34.

The works which have been in progress, but which are not yet completed, are:

1. *Quay wall*—About eighty feet of wall west of the dry dock have been completed, and a large quantity of materials has been procured and prepared for the continuation of the work, which hereafter will be constructed by the aid of diving bells.

2. *Smithery extension.*—The only work done to this building during the year consists in filling the interior up to the grade and completing the chimney, which is now carried up to the height of 152 feet.

3. *Machinery for smithery.*—The boilers, engines, blowers and forges have been procured and set up, and have been in operation since November last.

4. *Foundry and boiler shop.*—The foundry building is nearly finished, the roof being on and the doors and windows completed. The chimney is nearly up, and the principal work remaining is the construction of the ovens. The roof of the boiler shop has been erected since the last report, the floors laid, and the building is in occupation.

5. *Machinery for foundry and boiler shop*—In the foundry the trusses for supporting the cranes, and the foundations for the same, have been prepared. In the boiler shop the boilers for driving the machinery have been erected; the necessary forges, furnaces and benches have been put up; foundations for tools prepared, and the shafting is now being put in place.

6. *Dredging channels.*—The dredging machine has been employed pretty constantly during the year; large quantities of mud have been excavated in the vicinity of the masting derrick and dry dock, and the channel has been improved.

7. *Storehouse.*—The excavation and foundation walls for this building have been commenced, and will probably be completed this fall.

A large quantity of materials has been procured, and the work will be in condition for vigorous prosecution early in the spring.

8. *Launching ways.*—The impossibility of obtaining piles before the middle of May prevented any early commencement of work on this object. Diving bells and other necessary machinery have been prepared; a quantity of material purchased, and the work will be in progress as soon as practicable.

9. *Dry dock.*—This work has been thoroughly overhauled, the joints well calked with cement, and the leaks, which were numerous, have been stopped.

10. *Filling in new purchase.*—The filling in on the site proposed for the new marine barracks was commenced in November last, but, owing to the very inclement weather of the last winter, but little progress was made with this work during that season. Since that time the work has been progressing rapidly. The area of 700 by 400 feet has been enclosed on three sides by a wall of rubble stone, and upwards of 100,000 cubic yards of gravel filling have been deposited, and this has gradually settled into the mud until it has apparently reached hard bottom; no perceptible settlement having occurred for some time past.

11. *Extension of sewer.*—This work was commenced as soon as the necessary materials could be procured, and has progressed as rapidly as possible. It will soon be completed and, it is believed, will remove the great nuisance which has existed in that part of the yard for some years past.

12. *Repairs of all kinds.*—Under this head the requisite repairs have been put upon the ship houses, workshops, storehouses, offices and officers' quarters, timber sheds, wharves, roads, fences, &c., and there has been expended during the fiscal year, upon all the improvements enumerated, the sum of \$250,827 02.

The amount expended for contingent during the past year was \$66,715 12.

Plans and estimates are submitted for the next fiscal year, for the following objects, viz: boiler house and setting boilers, lightning rods, water pipes, yard drains, quay wall, sewer extension, steam boiler for dredges, bilge blocks for dry dock, large derrick and foundation for same, wall on Flushing avenue, timber basin, repairs of oakum shop, filling in low places, filling in new purchase, dredging channels and building scows, piling ground for marine barracks, machinery for machine and boiler shops, saw mill, foundry, smithery, and brass foundry, and for repairs of all kinds, amounting in the aggregate to the sum of \$353,536.

1. *Boiler house and setting boilers.*—In this house it is designed to concentrate the steam power for the smithery, engine house, machine and boiler shops, thereby economizing labor and fuel, and by its proximity to the smithery chimney materially assisting the draught.

2. *Lightning rods.*—Most of the buildings are supplied with this means of protection. The smithery chimney, reservoir buildings, loaded shell house, and new receiving store, however, are without it, and an estimate is submitted to provide these necessary appendages.

3. *Water pipes.*—Appropriations have heretofore been made for this

object, and the pipes have been extended from the reservoir to various points in the yard with great benefit to the service. There are other points, which have not been supplied, where water is much needed, and an estimate is submitted for the continuation of the work.

4. *Yard drains.*—The principal part of the yard is so nearly level that sufficient fall to carry off the water rapidly by surface drainage during heavy rains cannot be obtained, and consequently on such occasions a large surface becomes inundated. To remedy this difficulty, it is proposed to construct a small sewer provided with proper wells at suitable points, to receive the water from the gutters and carry it off under ground, and for this purpose an appropriation is asked.

5. *Quay wall.*—This important work has been in progress for some time, and it is desirable that a liberal appropriation should be made for this object, that it may be completed as soon as practicable. This work may be regarded as among the most important for which estimates are submitted.

6. *Sewer extension.*—The object of this appropriation is to connect the present terminus of the sewer with the quay wall, which is to be constructed in front of the new purchase, and is an important one.

7. *Steam boiler for dredge.*—The boiler of this machine is old and much worn, and cannot last much longer without expensive repairs; and as it is extremely important that the machine should always be kept in good working order, it is very desirable that a new boiler be provided before the old one fails altogether.

8. *Bilge blocks for dry dock.*—The present blocks have been in use since the completion of the dock, and now require renewing. They are not in proper condition for docking heavy ships, and it is essentially necessary that their place should be supplied by others of a more substantial character.

9. *Large derrick and foundation for same.*—The present derrick has been several years in use, and is not considered safe for service in masting heavy ships and moving boilers for steamers of large class. It is the only means now in the yard by which such operations can be performed; and as its ability to sustain these great weights is doubtful, the aid of the floating derrick in the harbor has been obtained on several occasions. This is attended with much expense, and, besides, the machine cannot at all times be procured. It is therefore proposed to construct a new derrick of larger dimensions, greater power, and strength; and this appendage is of the utmost importance.

10. *Wall on Flushing avenue.*—A large area of the new purchase has been filled in; but as there is no enclosure to exclude depredators, it is at present useless. An estimate is submitted for a wall along Flushing avenue to enclose this property, and render it available for useful purposes.

11. *Timber basin.*—Since a portion of the old timber dock has been filled in much inconvenience has been experienced from the want of a proper place to stow this valuable material. Recently a space on the mud flats at Block island has been appropriated for the purpose, and answers well. It is proposed to extend the accommodations for this

object by building additional timber pens ; and for that purpose an estimate is submitted.

12. *Repairs of oakum shop.*—The roof of this building is of corrugated iron, and has been found very defective and insufficient for the protection of the valuable machinery in operation under it. It is therefore proposed to remove the iron covering, and substitute a roof of slate ; and it is important that the repairs should be made speedily, otherwise the machinery may be seriously injured.

13. *Filling in low places.*—This is an important object, as there are yet many low places in the yard, which in wet weather are almost impassable ; and to facilitate the transportation of heavy articles, it is necessary that these places should be filled up and properly graded.

14. *Filling in new purchase.*—A large amount of filling has been deposited upon this place, and a portion of the surface has been raised above the tide water, so that it may now be made useful. There yet remains a large area to be filled in, and it is important that the work should be speedily accomplished, as the ground is much wanted for yard purposes ; besides, it is essential for the health of those residing in the vicinity that the flats should be covered and not exposed to the summer sun.

15. *Dredging channels and building scows.*—Along the front of this yard there is a constant deposit, which, if neglected, would soon render the water too shoal for naval purposes, and it is therefore highly necessary that the dredging machine should be frequently employed.

16. *Filling ground for marine barracks.*—This ground will soon be in a condition for commencing the foundation of the barracks, for which appropriations have been made, and it is desirable that means should be provided that the work may be commenced at an early day, and the foundations prepared so that there may be no delay in the erection of the buildings.

17. *Machinery for machine and boiler shops, saw-mill, foundry, smithery, and brass foundry.*—Much valuable machinery has been purchased already for these shops, but to render them efficient and competent to meet all the demands which may be made upon them many other tools are necessary, and for their purchase and erection an estimate is submitted.

18. *Repairs of all kinds.*—An estimate is submitted for such repairs as are deemed necessary to the ship houses, offices and officers' quarters, storehouses, timber sheds, streets and avenues, paving and flagging, wooden docks, fences and walls, cisterns, drains and reservoirs, and for general miscellaneous repairs.

PHILADELPHIA.

The works of improvement which have been in progress at this yard, but which are not completed, are :

1. *Dredging channels.*—During the past year all operations under this head have been confined to the space in front of the yard allotted for working the sectional floating dock. About twenty thousand cubic yards of mud have been removed from this place, and a sufficient depth of water has been maintained for the successful operation of the dock.

2. *Dry dock.*—The operations of the dock for the past year have been satisfactory ; but a large expenditure has been necessary to keep the sections in serviceable condition, owing to the perishable nature of the materials of which they are constructed. The iron floats which were appropriated for last year are now being constructed, and when the present wooden floats are superseded by those of a more durable character, doubtless a great point of economy with regard to expenditures on this object will have been attained.

3. *Steam house and stoves.*—The foundation of this building is laid, window and door frames and sash all completed, and the joists and roof partly framed. The steam stoves are not commenced ; but as they form part of the building, they will progress with it.

4. *Guard house.*—This building is almost entirely completed, and will be ready for occupation in two months.

5. *Offices.*—But little could be done upon this building until the old guard house, which occupied part of its site, was removed. This has now been done, and part of the foundation for the new building has been prepared ; the doors, door and window frames, and sash are finished, and the framing for floors and roof is in progress.

6. *Repairs of all kinds.*—The usual and necessary repairs have been made upon the shiphouses, workshops, storehouses, timber sheds, offices and officers' quarters, fences, wharves, &c. ; and for all objects of improvement there has been expended during the fiscal year the sum of \$50,527 43. The expenditures for contingent amount to \$27,171 12.

Plans and estimates are submitted for the fiscal year ending June 30, 1859, for the following objects, viz : for extending gun carriage shop fifty feet ; additional story to plumber's shop ; for completing guard house ; dredging channels ; repairs of dredge and scows ; repairs of dry dock ; and for repairs of all kinds—amounting in the aggregate to \$98,714.

1. *Extending gun carriage shop.*—The present gun carriage shop is so limited that, in order to execute the work of the department in proper time, it is found necessary to distribute the workmen about the yard, in the ship houses, and other workshops ; and in order to concentrate the workmen, it is proposed to extend the building so as to afford sufficient accommodation for all employed in this department.

2. *Additional story to plumbers' shop.*—In this yard there is no place provided for coppersmiths and tinnerns, and, to supply the deficiency, it is proposed to add a story to the plumbers' shop, by which a suitable and convenient room will be obtained for the purpose.

3. *Completing guard house.*—The amount allotted for this object has been found inadequate for the purpose, and a small additional appropriation is required to complete the building.

4. *Dredging channels.*—In order to insure the effective operation of the floating dock, it is necessary to keep the dredging machine in constant operation during the working season, and for this object an appropriation is highly necessary.

5. *Repairs of floating dock.*—The estimate for the repairs and support of the floating dock is predicated upon the work which it has been required to perform during the past few years, and upon the

supposition that the amount of work will not be diminished. The mooring anchors, chain cables, and iron tanks, or floats, are items in this estimate which form a large portion of the gross amount.

6. *Repairs of all kinds.*—The amount asked for this object is for materials and labor for the general repairs of all existing improvements, and is such as is believed to be necessary for the proper protection and preservation of the buildings and valuable articles contained therein.

WASHINGTON.

The works which have been completed at this yard during the past fiscal year are quay wall, shoring ways, raising roof of brass foundry, and the extension of iron foundry. These have all been completed for the amounts originally estimated, and are now in use for the purposes designed. The amounts expended upon these objects during the year are, for labor, \$9,131 91, and for materials, \$3,707 75, making an aggregate of \$12,839 66.

The works of improvement which have been in progress during the year, but which are not yet completed, are—

1. *Extension of boiler shop and conversion of old ordnance to machine shop.*—These works have progressed rapidly, and a large portion of the buildings are now occupied by the various workmen for whom they are intended. The buildings will all be completed and occupied before the close of another fiscal year.

2. *Steam engine and machinery for ordnance building.*—The chief expenditure under this head has been for the purchase of some new tools. The building is now supplied with a large amount of good machinery, and is in condition for the execution of heavy orders for work.

3. *Dredging channels.*—The dredging machine has been employed but a small portion of the year, most of its work having been in cleaning out in front of the marine railway and around some of the wharves. The machine and scows are now all in good condition for working.

4. *Forge shop.*—This building has been completed and is now ready for use; the account would have been closed but for some bills for materials which remain to be paid.

5. *Pavements, drains, and gutters.*—During the past year about 12,000 square yards of pebble pavement have been laid, which has contributed greatly towards the convenience for hauling heavy articles, and much improved the drainage of the yard.

6. *Reservoir for water.*—Lines of service pipe have been laid in various parts of the yard, and to the different houses, and the reservoir is now in condition to receive the water, which will be raised from the river by a steam pump.

7. *Gas pipes and fixtures.*—Six additional lamps have been put up in the vicinity of the ordnance building and laboratory, where there was a deficiency of light.

8. *Timber shed.*—Under this head a floor has been put in the lower story of the block shop and saw mill, where convenient workshops were prepared for the accommodation of the joiners and wheelwrights. The building formerly occupied by these two branches of workmen,

has been extended sixty-five feet, and prepared with proper foundations and skids, and now furnishes an excellent timber shed two hundred and sixty-five feet long and sixty-five feet wide.

9. *Filling and grading.*—This appropriation has been usefully expended in hauling earth and gravel into the yard and depositing it in low places, and around the different buildings, where required, by which the surface has been greatly improved, and some places rendered useful which before were too low and wet to be available for any purpose.

10. *Machinery and tools.*—Two of Hunneman's best fire engines, with hose and reels, have been purchased; the castings for an iron furnace have been procured, and the furnace erected ready for use; two large cranes have been built for the forge shop; two steam engines and boilers have been constructed and erected for driving the machinery in the new machine shop, and one of them is in daily use, blowing the fires in the smithery and driving a line of shafting to which are connected several lathes, planers, drill presses, &c. New blowers have been purchased and put in operation, and a large amount of shafting, pulleys, hangers, and belting made and put up, part of which is in use. Boilers for driving the large hammer have been made and put up. A wood planing machine, tennoning machine, and circular saw have been purchased for the joiners' shop, and their use has resulted in great economy. Six lathes, two planers, and an upright drill and slatting machine have been procured for the plumbers' department. A new and valuable machine for cutting and trimming copper has been put up in the copper rolling mill. A number of the old tools, such as lathes, planers, and drill presses, have been thoroughly overhauled and put in good order, and are now placed in the new shop ready for use.

11. *Repairs of all kinds.*—Under this head the tank shop walls have been raised about five feet, and an iron framed roof, covered with slate, has been put upon the building. The usual necessary repairs have been put upon the different workshops, storehouses, quarters, furnaces, machinery, wharves, roads, fences, and various other objects of improvements, and these works are now generally in good condition. Upon the foregoing works there has been expended during the fiscal year, for labor, \$101,395 64, and for materials, \$64,891 48, making an aggregate of \$166,287 12. The expenditures for contingent amount to \$80,504 37.

Plans and estimates are submitted for the fiscal year ending 30th June, 1859, for the following objects, viz: for wall west side of yard; covering and filling space behind wall; extension of navy store; anchor shop and coal houses; carriage houses and cart sheds; pavements, drains, and gutters; gas generator; machinery and tools; and for repairs of all kinds, amounting in the aggregate to \$131,100.

1. *Wall west side of yard.*—The present enclosure on the west side of the yard is an old dilapidated wooden fence, which affords little or no protection against evil disposed persons, and it is deemed highly necessary for the safety of the public property that it should be removed, and a permanent brick wall erected on the boundary line. This fence is not on the proper line, but some sixty feet from it, and

by the erection of a new wall, a large strip of ground belonging to the government could be brought into profitable use.

2. *Filling space behind wall.*—If the appropriation for the wall is made, this will be required to put the space enclosed in a proper condition for use.

3. *Extension of navy store.*—The public business at this yard has greatly increased within the past few years, and the present storehouse is entirely inadequate for the proper storage and protection of the large quantity and variety of articles manufactured here, and for those on hand for yard purposes. Additional store room is much needed, and it is earnestly hoped that an appropriation will be made for this object.

4. *Anchor shop and coal houses.*—The present anchor shop is an old building, badly ventilated, inconvenient, and entirely too small for the manufacture of large anchors. All the anchors for the navy are made here, and it frequently happens that in making those for the largest class of ships, where long porter bars are used, that the workmen are compelled to stand outside of the building, exposed to rain, cold wind, or snow, immediately after being subjected to the heat of heavy fire and large masses of hot iron. This is also deemed a very important object of improvement, and one which is worthy of immediate adoption.

5. *Carriage houses and cart sheds.*—Houses and sheds are much needed for the protection and preservation of the public carriages, carts, timber, wheels, &c., many of which are now exposed at all times to the weather, much to their injury. The cost of keeping these indispensable articles in proper condition for use is a heavy item of expense, and it is believed that if suitable sheds, &c., be erected for their protection the expense will soon be saved in the reduced cost of repairs.

6. *Pavements, drains and gutters.*—Great benefits have already been derived from the improvements which have been made under the appropriation for this object, and there are others in contemplation, for which materials have been procured, and a small amount is now required for the continuation of the work.

7. *Gas generator.*—Since the introduction of gas into this yard, the quality of the article and the deficiency of the supply have been subjects of constant complaint. During the winter months it has frequently occurred that there was no gas for several nights in succession, and when it did flow, the quality was bad. The bills are high and seem to be constantly increasing, although the number of burners is not increased. At the asylum for the insane, opposite the navy yard, and at the naval academy at Annapolis, gas is manufactured on the premises at cheap rates, and no difficulty has yet been encountered in obtaining a good article, and in sufficient quantities at all times. It is, therefore, believed to be advantageous and economical to manufacture the gas in the yard, and an estimate of the cost of the necessary apparatus is submitted.

8. *Machinery and tools.*—Under this head an additional estimate is submitted for the purchase of heavy cranes for the erecting machine and boiler shops, and for a few lathes, shaping machine, and bending

rollers for the boiler shop. With these tools, the shops will be in condition to meet any demands which may be made upon them at present.

9. *Repairs of all kinds.*—For the necessary annual repairs of the various workshops, storehouses, ship houses, offices, officers' quarters, marine railway, furnaces and machinery, wharves, roads, fences, bridges, lamps, and other miscellaneous objects, the amount submitted will be required.

NORFOLK.

The works which have been completed at this yard during the past fiscal year are: sheds and machinery for saw mill, and setting up engines, boilers, and machinery; and the dry dock engine, upon which there has been expended during the year for materials, \$8,541 83, and for labor, \$4,043 05, making an aggregate of \$12,584 88.

The works which have been in progress during the year, but which are not yet completed are—

1. *Extension of quay wall.*—The work upon this object has steadily progressed; the first section extending east 225 feet to the corner, and returned on the foundation 32 feet, may be considered as completed. On the line of the river front, running in a southerly direction, the piles have been driven for a distance of 165 feet, cut off and filled in with rubble stone, preparatory to the laying of the masonry, and the first course of masonry, 165 feet long, has been laid. The work is steadily progressing, and but for the extreme severity of the last winter, and the failure of the contractors to deliver materials in proper time, this section would at this time have been nearly up to low water mark.

2. *Foundry, boiler, and machine shops, and tools for same.*—The foundry building has been completed, with the exception of the core ovens, which are well under way. A smoke stack for this establishment, 120 feet high, has been finished; the walls of the boiler house are up and ready for the roof; the foundations for the forge shop have been prepared, and the walls are now in progress; the steam cranes for the foundry, and the new steam engine for this establishment have been nearly completed, and will soon be ready for setting up. All the tools contracted for for this establishment have been delivered, except the large boring mill, which was lost in its passage to the yard; another is nearly ready to supply its place. This whole establishment is now well advanced towards completion, and will soon be put in operation.

3. *Dredging and filling in low grounds.*—This work has progressed in a satisfactory manner, and considerable work has been done in filling in low parts of the yard and at St. Helena.

4. *Grading and drainage.*—The old ditch, covered by a wooden walk, running the whole length of the western wall, has been filled up, and a brick pavement has been laid here. A brick side walk has also been laid outside of the north wall from the gate to the western extremity of the same, with a substantial curbstone and surface gutter. Side walks and gutters have been laid around buildings Nos. 14 and 15; a brick culvert has been built near the lieutenants' quarters, and

one from the timber dock to the western wall, on the north side of the stables. Several blind drains have also been laid, and a large amount of drain pipe is now on hand for minor drains in different parts of the yard, and also a large quantity of paving bricks which have been purchased for the continuation of these operations.

5. *Timber landing slip for saw-mill.*—But little progress has been made upon this object; a small portion of the excavation for the walls has been done, and some of the materials for the piling, &c., have been procured.

6. *Reservoirs for rain water.*—Under this head are included two reservoirs, one of which, with a capacity of 90,000 gallons, is located at Fort Norfolk, and has been fully completed, together with a line of pipes to the end of the wharf at that point, for watering ships. The other reservoir, of about 128,000 gallons, is located in the yard near the Burnetizing house and timber sheds 32 and 33. It has been completed, except the plastering, which is now in progress.

7. *Carpenters' workshops.*—The work on this object is now in rapid progress; the walls are up and the roof is on ready for slating; the gable ends and cornice are now going up; the joiners' work is well advanced; and it is believed the building will be ready for occupation in three months.

8. *Scows, landing cranes and derricks, tools, engines, and lighters.*—Under this head two large iron landing cranes have been purchased and one of them put up and in use; two large camels have been built, a variety of tools purchased, and a large portion of the work upon the new steam engine has been completed.

9. *Iron railway and cars.*—In consequence of the failure of the contractors to furnish the materials for this object at the proper time, but little progress has been made with the work. The materials are now on hand, the grading commenced, and it is believed that the track will be completed in five months.

10. *Masting sheers.*—The work upon this object has also been delayed in consequence of the difficulty in obtaining suitable timber; such as has been procured has been prepared for the work; but not being properly seasoned, it is deemed best to defer putting it together for some time yet.

11. *Repairs of all kinds.*—Under this head the necessary repairs have been put upon the various workshops, timber sheds, ship houses, offices, officers' houses, docks, wharves, bridges, buoys, fences, &c.; and upon all the foregoing objects of improvement there has been expended during the fiscal year, for labor, \$155,258 39, and for materials, \$150,791 80, making an aggregate of \$306,050 19.

The amount expended for contingent is \$52,892 24.

Plans and estimates are submitted for the fiscal year ending June 30, 1859, for the following objects, viz: continuation of quay wall; completing victualling establishment; grading and draining; dredging channels; completing ship house No. 48, machinery, tools, cranes, &c.; timber shed No. 18; completing reservoir; completing carpenters' shop, and for repairs of all kinds, amounting, in the aggregate, to \$332,158.

1. *Continuation of quay wall.*—The amount asked for this object is

for its completion to slip No. 48, which, with the portion of the wall already completed, and extending from the north end of the yard, will enclose in a continuous line about three-fourths of the entire front on the river, and leave but a moderate extent to be completed for the enclosure of the whole yard. It is important that this work should be pushed forward to completion with all possible despatch, as there is a great want of wharf room for the accommodation of the large number of vessels visiting the yard.

2. *Completing victualling establishment.*—The commencement of this work was authorized last year and an appropriation made for that purpose. Contracts have been made for the delivery of the materials, and it is desirable that the work should now be prosecuted with energy, as the building is much needed for the storage of the large amount of provisions and clothing concentrated at this station.

3. *Grading and draining.*—This is an important object, and the progress which has already been made in introducing a proper system of drainage has contributed much towards improving the health of those employed in the yard. A large amount of materials has been procured, and means are required for the continuation of the work.

4. *Dredging channels.*—Extensive preparations have been made for this work; the dredging machine and scows are in good condition, and it is important that they should be employed in cleaning out around the docks and wharves.

5. *Completing ship house No. 48.*—This object has been authorized and an appropriation made for the purpose; a portion of the materials for the foundation has been contracted for, and the work will soon be commenced. The amount now asked is for the continuation and completion of the building.

6. *Machinery, tools, cranes, &c.*—The articles embraced under this head are essential for the economical prosecution of work in the different departments, and it is important that they should be procured as soon as possible.

7. *Timber shed No. 18.*—The want of more shed room for the stowage of timber has been very apparent during the last year, and it has been found necessary to pile up the material in the yard, exposed to the weather and occupying space much needed for other purposes.

8. *Completing reservoir.*—This work has cost more than the original estimate, in consequence of the existence of a large quantity of quicksand encountered in the excavation, which rendered sheet piling necessary, for the protection and security of the surrounding buildings.

9. *Completing carpenters' shop.*—The cost of this building has also exceeded the original estimate, owing mainly to unexpected difficulties which were met with in the preparation of the foundations. The building is now nearly completed.

10. *Repairs of all kinds.*—The amount submitted under this head will be necessary for the annual repairs of the various buildings, docks, wharves, bridges, fences, engines, cranes, cisterns, and other miscellaneous objects.

PENSACOLA.

The works which have been completed at this yard during the past fiscal year are: permanent wharf and deep basin; extension of machine shop; pitch and oil house, and kitchen at quarters for the ordinary. Upon these several objects there has been expended during the year the sum of \$57,317 10.

The works which have been in progress during the year, but which are not yet completed, are—

1. *Extension of granite wharf.*—In consequence of the unavoidable suspension of this work during a part of the year, much loss has been sustained by the deterioration of tools, scows, engines, and carriages, and a heavy expense incurred in the removal of the sand and mud which had accumulated upon the foundations and parts of the work below the surface of the water. Since these damages have been repaired, the work has progressed as rapidly as possible; for the economical execution of this work, it is indispensable that its progress should be uninterrupted.

2. *Mooring, operating, and repairing floating dock.*—Within the past year the expenditures under this head have been principally for the current necessary repairs, calking, and painting the dock.

3. *Coping of dock basin, filling in and paving around basin and railway.*—A quantity of granite has been purchased for this object, but the work of construction has not been commenced.

4. *Dredging in front of basin.*—This work has been carried on without interruption, and a large quantity of mud and sand has been removed from the space allotted for working the floating dock. The constant deposit of sand and mud at that point renders it necessary to continue the dredging, in order to preserve the required depth of water.

5. *Railways.*—The railway to the spar pond has been completed, and considerable repairs have been put upon the tracts in the yard, and these works are now in good condition.

6. *Masting sheers.*—The sheers have been constructed and are nearly ready for raising. The anchors for guys have been placed in position and well secured, and the sheers will soon be in a condition for use.

7. *Water pipes to permanent wharf.*—These have been procured, but in consequence of the unfinished state of the grading in the rear of the wharf, the pipes have not yet been laid in position.

8. *Steam box.*—The materials for this object have been purchased and the boiler made, but the work of construction has not yet commenced.

9. *Repairs of all kinds*—The necessary repairs have been put upon the officers' houses, storehouses, timber sheds, the ordinary quarters, stables and shops, fences, wharves, boat houses, cisterns, pavements, floating stages, boats and scows, and the dwelling houses outside the wall, and upon the foregoing works of improvement there has been expended, during the fiscal year, \$91,109 92. The expenditure for contingent amounts to \$36,386 46.

Plans and estimates are submitted for the fiscal year ending 30th June, 1859, for the following objects, viz: continuing the extension of granite wharf; repairing and operating dock; filling in and paving

around dock basin; dredging in front of basin; repairs of railways; completing water pipes; completing foundry; ship house over slip; constructor's workshops; cistern at machine shop; trip hammer for smithery; police room; blast pipes, and for repairs of all kinds, amounting in the aggregate to \$363,315.

1st. *Continuing the extension of granite wharf.*—This is a very important work, and it is necessary that it should be kept constantly in progress until completed. Any suspension of work adds greatly to the cost, and postpones the completion much longer than the actual term of suspension, because, during the stoppage of the work, large quantities of sand and mud are deposited upon the unfinished parts, the removal of which by diving bells is attended with heavy cost and the consumption of much time. It is, therefore, hoped that an appropriation will be made for this object.

2d. *Repairing and operating dock.*—The perishable nature of the materials of which the dock is constructed renders an annual appropriation for its repair and preservation necessary. This item is for that purpose, and to meet the expense of operating the dock when its services are required.

3d. *Filling in and paving around dock basin.*—The amount heretofore appropriated for this object has proved insufficient to complete the work; it has also been found necessary to construct an embankment wall and pavement along the sides of the marine railway, which is also provided for under this head.

4th. *Dredging in front of dock basin.*—This is the site for working the floating dock; and in consequence of the constant deposit of sand and mud at this point, frequent operation of the dredging machine is necessary in order to maintain a sufficient depth of water for the purpose.

5th. *Repairs of railways.*—For current repairs, relaying tracks, &c., the amount estimated for this object will be necessary.

6th. *Completing water pipes.*—A small additional amount will be necessary to complete this object, in consequence of a part of the appropriation having been transferred in the settlement of the accounts at the Treasury Department.

7th. *Completing foundry.*—An appropriation has already been made for this object, and it is now proposed to substitute an iron roof for the wooden one at first contemplated. For this object, and for preparing the necessary pits, cranes, railways, cupola furnaces, brick cistern for supplying water for the foundry and the steam boiler in the machine shop, and for putting up the necessary sheds and fixtures to put the foundry in operation, the amount of estimate now submitted will be required.

8th. *Ship house over slip.*—At this station there is no ship house for the protection of vessels on the stocks; and as the department has determined to make this a building yard, it is highly important that a ship house should be provided for the purpose, and an estimate for one is therefore submitted.

9th. *Constructor's workshop.*—An estimate has been prepared for the erection of a building to accommodate the sawyers, gun carriage makers, block makers, boat builders and carpenters on the lower floor, and to furnish a mould loft in the second story. At present

there is no suitable building in the yard for carrying on these descriptions of work ; and in constructing new vessels or making extensive repairs upon old ones, such facilities as a building of this character would afford will be essentially necessary.

10th. *Cistern at machine shop*.—An estimate is submitted for building a cistern in the vicinity of the smithery and machine shop to supply the boilers in these establishments, the present supply of water being entirely inadequate. This object is highly necessary.

11th. *Trip hammer for smithery*.—There is at present no heavy hammer at this yard ; and when there is a demand for heavy work, it becomes necessary to call on remote shops to execute the order. It is proposed to erect a steam hammer, which will be capable of doing all the work wanted at present at this yard.

12th. *Police room*.—An old wooden building is at present used as a police room and watchmen's quarters. It is small, inconvenient, and entirely unsuitable for the purpose ; and it is proposed to erect a comfortable brick building capable of affording all the necessary accommodations, and for this object an estimate is submitted.

13th. *Blast pipes for smithery*.—These are required to convey the blast from the blowers to new fires recently erected.

14th. *Repairs of all kinds*.—For the necessary repairs of officers' houses, government houses outside the yard, storehouses, timber sheds, workshops, scows, lighters and yard boats, wharves and slips, pavements and yard wall, cisterns, and for grading and filling in yard, the amount estimated will be required. The climate at this station is such as to promote rapid decay in wood work unless properly protected ; and it is therefore necessary that all repairs should be promptly made.

MARE ISLAND.

The only work of improvement which has been completed at this yard during the past fiscal year is the block of officers' houses, Nos. 6 and 8 ; and upon them there has been expended for materials \$18,846 75, and for labor \$30,212 43 ; making an aggregate of \$49,059 18.

The works which have been in progress, but which are not yet completed, are:

1st. *Joiners' shop*.—This building has been so far completed as to admit of occupation. The upper story is now used as a joiners' shop and the lower floor for the storage of lumber and other materials. The amount of work remaining to be done is small, and will be completed this season.

2d. *Storehouse*.—This building has also been nearly completed, and will soon be ready for occupation. Cellars have been excavated for the storage of provisions, and there remains but an inconsiderable amount of work to be done to finish the building, for which there are ample funds provided.

3d. *Officers' houses, 2, 4, 3 and 5*.—The walls of these buildings have been raised, the roofs put on, floors laid, and the plastering is in progress. They will probably be completed during the present year.

4th. *Grading*.—About 40,000 cubic yards of grading has been done,

and the material deposited on the tute, thereby adding greatly to the working area of the yard. Under this head, 781 feet of curbstone, 1,758 feet of flagging, and 2,311 square yards of pavement have been laid, which has contributed much towards facilitating the transportation of materials over the yard.

5th. *Wharf*.—During the past year 132 feet 9 inches of quay wall, with an area of 13,275 square feet of wharf surface, for the landing and distribution of materials, have been completed; also the pile and timber foundations for 190 feet additional, upon which about one-third of the stone work is finished; and in addition to this, the piles have been driven and capped for a further extension of 180 feet.

6th. *Pitch kettles*.—This object has been completed, except the hanging of some doors and a small amount of other work.

7th. *Steam boxes*.—The boilers, fire front and grate bars, have been completed, and the bricks and a portion of the lumber have been delivered; but the work of erection has not yet commenced, the site not being properly filled in and prepared for the building.

8th. *Artesian well*.—The pipe in this well has penetrated to the depth of 218 feet below the surface, and thus far no water has been obtained other than the ordinary filtrations from the surface.

9th. *Repairs of all kinds*.—The amount expended under this head has been for the repairs of the temporary buildings, sheds, &c., which were erected for the protection of workmen and for the storage of public property during the construction of the permanent works.

Upon all the foregoing improvements there has been expended during the fiscal year for labor \$138,326 21, and for materials \$134,982 04; making an aggregate of \$273,308 25.

The amount expended for contingent at this yard is \$69,266.

Plans and estimates are submitted for the fiscal year ending 30th June, 1859, for the following objects, viz: guard house; tar and pitch house; two cisterns; grading; paving; extension of wharf; foundries, boiler establishment, &c.; gas works; and for one of Bishop's derricks, amounting in the aggregate to \$417,971.

1st. *Guard house*.—This building is much needed as quarters for the watchmen, who now occupy a temporary shed, which must soon be removed in grading the surface of the yard.

2d. *Tar and pitch house*.—There is no suitable place in the yard for the storage of these articles; and as it is important they should be kept separate from other materials, the house is very necessary.

3d. *Two cisterns*.—The great difficulty hitherto experienced in procuring sufficient fresh water during the dry season to supply the numerous demands for the article, and the uncertainty of success with the artesian well now in progress, make it advisable to multiply these reservoirs, as buildings of sufficient roof surface to fill them promptly are completed. Estimates are therefore submitted for two to be built during the next year.

4th. *Grading*.—The amount estimated for this object is required for grading and levelling around some of the buildings which have been erected, and in preparing sites for others which are contemplated.

5th. *Paving*.—This is one of the most important objects, as at certain seasons the roads are almost impassable, and it is necessary that an-

nual appropriations should be made for paving the roads as they are graded and brought into use.

6th. *Extension of wharf.*—The importance and necessity for the gradual extension of the wharf front, and the enlargement of the area for the reception of the various materials which are being landed daily, are obvious, and it is hoped that liberal appropriations will be made for this object.

7th. *Foundries, boiler establishment, &c.*—An estimate is submitted for this object, and it is deemed important that the establishment should be commenced as soon as possible. The great scarcity of shops of this kind on the Pacific coast, where steam vessels-of-war can obtain repairs in case of accident to their machinery, and the inconvenience to which they may be subjected in such event, are strong reasons for this appropriation.

8th. *Gas works.*—This yard being situated on an island exposed to depredations from all quarters, it is essentially necessary for the protection of the public property that an abundance of light should be provided, and it is believed that the gas light is the best adapted for the purpose; and an estimate for supplying the necessary apparatus and pipes is submitted.

9th. *Bishop's derrick.*—No provision has yet been made for the conveniences necessary for masting ships and hoisting boilers and other heavy weights. The derrick known as Bishop's derrick is admirably adapted to the purpose, and an appropriation for the purchase of one of suitable dimensions is much needed.

SACKETT'S HARBOR.

The expenditures at this station during the past fiscal year were for current repairs necessary to keep the various buildings in good preservation, and amount in the aggregate to \$708 67.

No appropriation is asked for this station, the unexpended balance of previous appropriations being deemed sufficient for all demands during the next fiscal year.

HOSPITALS.

Portsmouth, N. H.—At this station there is no properly arranged building for the accommodation of the sick; the house occupied for the purpose being an old building formerly intended as quarters for the teamsters. This building is now in a dilapidated condition, and is not worth repairing; and as it is highly necessary that comfortable and suitable accommodations should be provided for the protection of invalids against the rigors of the winter months, plans and estimates for that object are submitted. For the erection of this building there will be required the sum of \$30,374.

Boston.—For the necessary repairs of the hospital building and its appendages, and for the erection of the new house for the surgeon, there has been expended during the past year the sum of \$7,919 56. The new quarters for the surgeon are nearly completed, and will probably be ready for occupation by the 1st November.

For the annual repairs of buildings and care of the public grounds, there will be required for the next fiscal year the sum of \$3,000.

New York.—For the necessary repairs of the hospital building, surgeon's house, furnaces and ranges, north wall, paving and flagging, filling and grading cemetery, brick furnace house, mill, &c., for laboratory, and for furniture for hospital, there has been expended during the past year the sum of \$12,246 93.

For the enlargement of the cemetery grounds and enclosing the same, and for the annual repairs of the hospital buildings, fences, &c., and for keeping the grounds in good condition, there will be required for the next fiscal year the sum of \$21,000. This appropriation is highly necessary, as the area of the cemetery is very limited and much exposed to depredation. By the purchase of two small slips of ground the government will own the whole space included between three streets, and can enclose it in such manner as to guard it from all intrusion.

Hospital and naval asylum, Philadelphia.—The amount expended at this institution during the past year for general repairs of buildings, fences, furnaces, grates and ranges, iron railing on southwest wall, gas and water rent, is \$8,900 28.

Estimates are submitted for gates, wall, &c.; repairs to furnaces, grates, and ranges; painting, cleaning, and whitewashing; gas, water rent, furniture and repairs to same; repairs of all kinds, and for supplies of clothing, &c., to beneficiaries, amounting to \$34,892. This amount is necessary for the proper care and comfort of the inmates of the institution.

Washington.—The amount expended for repairs of hospital during the past year is \$77 60. No additional appropriation is required at this station.

Norfolk.—For the necessary repairs of the hospital building, walls, fences and bridges, and for building a new boat house and two new water tanks, there has been expended during the past year the sum of \$10,952 68.

Estimates are submitted for a stone pier and landing, and for repairs of all kinds, amounting to \$45,900. The present landing is an old wooden wharf, much decayed and badly cut by the marine worms. It is scarcely safe for landing articles of much weight, and a more permanent structure is much needed.

Pensacola.—At this station there has been expended during the fiscal year, for wall round burial ground, draining and filling ponds, and for general repairs of hospital buildings, the sum of \$11,381 10.

Estimates are submitted for the next year for draining and filling ponds, and for repairs of hospital buildings, amounting to \$18,700. This amount will be required for the proper care and attention to the public property and to promote the health of the inmates.

MAGAZINES AND ORDNANCE WORKS.

Portsmouth, New Hampshire.—The foundations for the ordnance building, forty by eighty feet, have been laid on the ledge, requiring an excavation of 15 feet in depth; the walls have been erected and

are ready for the roof. This storehouse for ordnance purposes and armory, so necessary for the proper arrangement and preservation of this description of property, is spacious, well constructed, and of the best materials. It will be in condition to receive stores this season.

To prepare the site for the shell house, for loaded shells, it was found necessary to remove about 1,000 cubic yards of ledge. This has been done, the foundations laid, and the walls erected. The building is of stone and brick, iron doors and shutters, vaulted roof, and fire-proof. The arched covering of bricks, the stone fascia and cornice, and roof to be laid, to complete the structure.

The temporary wooden skids in the gun park have all been removed, and three hundred lineal feet of skids of dressed stone substituted, on foundations of the same material, extending below the action of frost, and properly pointed and grouted with cement. The park is being graded and gravelled, the old stone skids repaired or relaid, and this part of the yard placed in thorough and permanent condition for the reception of such property as the department may assign to it. Upon these objects there has been expended during the fiscal year the sum of \$19,106 61.

Plans and estimates are submitted for the next fiscal year, for a gun carriage, shed, and storehouse, a boiler room, boiler, and machinery, and for repairs of all kinds, amounting to \$46,600. These objects are all highly necessary to meet the demands of the service upon this particular branch, and to keep the existing improvements in a proper state of preservation.

Boston.—At this station the following works have been completed: battery and ordnance quay, platforms for shot, gun carriage store, and the building for unloaded shells. The amount expended upon these objects during the past year is, for labor \$4,764 56, and for materials \$8,306 07; making an aggregate of \$13,070 63. There has also been expended for repairs of magazine the sum of \$652 80.

For the necessary repairs of the buildings and grounds during the next fiscal year there will be required \$1,500.

New York.—The gun carriage shed, and the building for unloaded shells, have been completed during the past year, and the amount expended upon them during the year is \$10,128 79.

The works which have been in progress, but which are not yet completed, are: machinery and filling room for magazine, armory, repairs of wharf, cranes, altering gunner's store to storehouse, repairs of all kinds, and dredging near landing wharf. Most of these works are well advanced, and will probably be completed during the current year. The amount expended on these objects during the past fiscal year is \$14,087 51.

Estimates are submitted for the next fiscal year for dredging channel near Ellis' island, and for repairs of all kinds, amounting to \$6,800. The amount asked for dredging is necessary for cleaning around the landing wharf, and securing a sufficient depth of water for vessels landing stores. The amount asked for repairs will be required for the proper care and protection of the different buildings, &c., belonging to this branch of the service.

Philadelphia.—The new magazine at Fort Mifflin has been com-

pleted during the past year, and there has been expended during the same period for labor \$1,750 77, and for materials \$1,166 94; making an aggregate of \$2,917 71. For the next fiscal year the sum of \$1,000 will be required for the necessary repairs upon buildings, docks, and fences.

Washington.—At this station extensive repairs have been put upon the ordnance building and magazine; the foundations for the gun carriage shed have been prepared, and upon these objects there has been expended during the fiscal year for labor \$4,755 48, and for materials \$1,638 20; making an aggregate of \$6,393 68. No further appropriation is required at this yard for the present.

Norfolk.—The ordnance works which have been completed at this station are: the magazine keeper's house and the magazine, upon which objects, there has been expended during the past fiscal year for materials \$5,376 76, and for labor \$145 13; making an aggregate of \$5,521 89.

The works in progress are: shot beds, gun skids, and cranes, new machinery and tools for ordnance department, and repairs at Fort Norfolk; and on these objects there has been expended during the fiscal year for materials \$915 43, and for labor \$3,734 16; making an aggregate of \$4,649 59.

Estimates are submitted for completing ordnance building, quay wall at St. Helena, sea wall at magazine, and for an iron crane at Fort Norfolk, amounting to \$141,265.

At the last session of Congress an appropriation was made for commencing the ordnance building. That appropriation will be sufficient for the present fiscal year, and for the next the balance of the estimated cost of this work will be required. A large portion of the lands at St. Helena have been allotted to ordnance purposes, and for the convenient landing of heavy guns, shot, &c., good substantial wharves are necessary. Those in present use are of wood, much decayed and injured by the marine worm, and require renewing. It is deemed best to replace these old wharves by a permanent stone wall, and for commencing this work an appropriation is asked. The sea wall at the magazine has been authorized, and the materials have been contracted for. An estimate is now submitted for its completion, and it is very important that this work should progress without interruption. The iron landing crane is highly necessary, as there is now no convenience at this point for landing heavy articles.

Pensacola.—At this station there has been expended upon the wall around the shell house, and for repairs of magazine, &c., the sum of \$1,050 38; and for the necessary repairs of the buildings, fences, &c., during the next fiscal year, there will be required \$1,000.

Mare Island.—The excavation for the magazine has been made, the foundation walls prepared, and the walls of the building commenced, and the work is now in rapid progress. There has been expended during the past fiscal year for materials \$4,022 29, and for labor \$11,776 68; making an aggregate of \$15,798 97.

Estimates are submitted for the fiscal year ending June 30, 1859, for a shell house, magazine keeper's house, tank house, and filling room, railway and cars, shot beds, and for cleaning and piling shot,

amounting to \$11,450. These objects are all necessary to place this branch of the service in condition to meet the demands upon it at this distant station.

DRY DOCKS.

The balance floating dock at Portsmouth, New Hampshire, continues in good condition, and has been usefully employed during the past year. The materials of which it is constructed being of a perishable nature, the structure requires the constant care and attention of the superintendent.

The stone dry dock at Boston is in good order, except some of the courses of stone above low water, at the entrance, which have been affected by the heavy ice formed about them. These will be repaired as soon as an opportunity presents itself; but during the past year the dock has so frequently been called into requisition, for docking the large steamers, that the repairs could not be made. The work of extending the dock has been pushed forward with great energy; the excavation is finished, and thus far the work has progressed without interrupting the use of the dock for vessels. It is believed it will be completed without any material interruption to its future use.

The stone dry dock at New York is now in good working order. Some of the stones near the entrance which had been affected by frost, have been relaid, and the gates have been thoroughly cleaned and painted.

The sectional floating dock at Philadelphia has been in frequent use during the past year, and is now in pretty good condition. This work being of perishable materials, it has been found necessary to construct iron floats in place of wooden ones. Six of these have been contracted for and are nearly completed. An estimate is submitted in another part of this report for additional iron tanks. This important structure requires constant care and watchfulness on the part of the superintendent.

The stone dry dock at Norfolk has been kept in good working condition, and the demands upon it have kept it in almost constant use during the past year.

The balance floating dock, basin, and railway, at Pensacola, have been carefully attended to, and are in good condition, but the effect of the climate at this place is such as to produce rapid decay, and consequently frequent repairs will be required upon these works.

At San Francisco, the basin and railway have been completed and tested, and the works have all been turned over to the officers of the yard by the contractors. The dock has been in frequent use during the past year in raising public and private vessels, and is now in good working order.

NAVAL ASYLUM.

The order at this institution during the past year has been better than usual. There are one hundred and eighty-two inmates, including officers and attendants, and the number of beneficiaries is annually increasing. Five have been dismissed for bad conduct, and only

a few have been punished for insubordination, and other violations of the rules of the asylum.

The officer in command has administered the affairs of the institution with strict economy, and enforced a most judicious system of discipline in the management of its inmates.

The sailor must be governed by firmness, blended with kindness ; and while it is the aim of the asylum to afford a home for the worn-out tar, the rules which have been adopted for its government must be respected and enforced.

Discipline is always tempered with forbearance in the management of the old sailor at this institution, and it is only when kindness is abused to a degree beyond endurance and the necessities of a wholesome discipline, that the severe penalties of punishment and expulsion are resorted to.

The privileges of the beneficiaries were fully set forth in my last annual report, to which you are respectfully referred for information in this respect.

The expenses of the asylum for the past year were as follows, viz :

Subsistence.....	\$14,080 47
Clothing, &c.....	7,320 05
Miscellaneous items.....	4,511 80
Officers and attendants.....	14,578 00
Total.....	40,490 32

The navy hospital fund is fast ebbing, and therefore it is absolutely necessary that a large portion of the support of this institution should be provided for by special appropriation.

TIMBER AGENCIES.

This branch of business has been assigned to the bureau since the year 1845. During the past year the administration of the live-oak interests has been attended to with increased industry and faithfulness.

There are four timber agents employed in Florida, and one for the States of Louisiana and Mississippi. The agency in Alabama was abolished in April, 1855. The agents are required to traverse their respective districts monthly, and make report of observations. It is their duty to see that no depredations are committed upon the lands which grow live-oaks, long-leaved yellow pines, and red cedars ; and to explore the public lands with a view to the selection of such tracts as contain timber suitable for the use of the navy, and report them to the department for reservation by the President for naval purposes.

Within the past year about fifty thousand acres of land growing valuable naval timber has been selected and reserved ; and instructions have been issued to all the agents to renewed industry in this respect, lest the liberal grants by Congress to the States and private corporations may take precedence of the interests of this department.

The whole expense attending this work is about twelve thousand

dollars per annum, and the amount is quite inconsiderable compared with the valuable interests involved. If this expenditure were not thus judiciously disbursed for the protection of the naval timber, the land speculators would construe it into a license to spoliates upon the public domain at will, and millions of dollars' worth of the finest ship timber in the world would be exposed to the cupidity of the home depredator and the contractors for foreign governments.

The agent in Mississippi and Louisiana, Mr. Claiborne, a most efficient and intelligent officer, reports that during his incumbency, of about six years only, that at least *three hundred thousand dollars worth of timber has been saved from pillage* by persevering watchfulness and a thorough system of administration. He has wisely interpreted the genius of the various acts of Congress relating to naval timber, and established a system which is aptly termed a "*preventive service*," and thereby secured the lands and timber from serious depredations, and saved, necessarily, the incurment of expensive prosecutions against trespassers. The bureau has reason to believe that a proportionate amount has likewise been saved in the State of Florida, where the agents are also efficient and faithful.

Information has reached the bureau that there are agents and contractors for foreign governments among our own citizens, who receive compensation for spoliating upon the naval lands, and for buying up ship timber for exportation—thus becoming instrumental in building up foreign navies to the detriment of our own.

It is a conceded fact that the finest ship timber now known is grown in the southern States of Florida, Alabama, Mississippi, and Louisiana; and it is believed that a sufficient quantity of the best quality cannot be found in any other quarter of the globe for the increasing demands of commerce, navigation, and war purposes; and hence the resort of foreign governments to this country to obtain such materials.

This subject is commended to the fostering care of the department; and, in view of the interests involved, it is suggested that if more stringent laws were enacted for the preservation of the timber and the punishment of trespassers, the public interests would be greatly promoted.

A great abuse is practiced by many owners of saw mills in pillaging the public lands for stuff to work the same, as well as by other depredators who procure wood and lumber for sale under the head of "lightwood," "dead timber," &c. These mills are placed contiguous to the government lands in order to afford greater facilities for spoliations. A more stringent law is required to govern this class of depredators.

The settler on the lands who uses "dead wood" is not interfered with, provided he does not construe the license into a permit to make it an article of commercial traffic, and to girdle the standing trees for purposes of prospective profit. The rule of the department is, that no person has a right to appropriate the timber upon the public lands, whether standing or on the ground, for speculative uses; but that it may be used by a settler for all proper domestic necessities, such as fire-wood, fencing, &c. This rule is in conformity with the decision of the Supreme Court, (*vide* 9th Howard, page 351,) and the

opinions of Attorneys General Nelson and Mason, dated August 11, 1843, and July 16, 1845.

It has always been difficult to procure the proper proofs to convict trespassers, and, consequently, many escape the penalties of the law for want of sufficient evidence. The woodsmen of pioneer life, in too many instances, do not regard their obligations to public law when private interests can profit by its transgression. It is almost impracticable, therefore, to prove a *wanton* trespass in the courts of law. Some remedial measures are indispensably necessary, therefore, to insure detection and bring to summary punishment the guilty depredators; and the question is respectfully submitted for the deliberate consideration of the department.

JOS. SMITH,
Chief of Bureau.

BUREAU OF YARDS AND DOCKS, *October 15, 1857.*

Abstract of offers (embracing, as well those which are rejected as those which are accepted) received for furnishing articles coming under the cognizance of the Bureau of Yards and Docks; made in conformity to the act of Congress approved March 3, 1843.

OFFERS FOR SUPPLIES FOR THE NAVY YARD, PORTSMOUTH, N. H., UNDER
ADVERTISEMENT DATED MAY 1, 1857.

Names.	Aggregate.
CLASS No. 1.—Bricks.	
Wm. Swenarton	\$4,995 00
Alfred Hoitt	4,725 00
A. W. Simpson	4,623 75
Enoch Pinkham	4,441 50
John Wendell	*4,050 00
M. F. Goodwin	4,380 75
G. A. Hammond	4,866 75
CLASS No. 2.—Stone.	
Ezra Eames	*19,181 80
C. Emerson	25,980 56
Seward & Packard	22,664 87
E. C. Sargent	20,641 16
John Blood	23,419 62
CLASS No. 3.—Yellow pine timber.	
David S. Walton	2,290 20
Alfred Hoitt	885 54
D. Risley	763 00
G. W. Lawrence	855 00
Wendell & Call	855 00
Wm. Lang	824 47
Nat. Dunn	1,068 76
G. A. Hammond	807 67
S. B. Grice	1,832 16
N. W. Coffin	847 37
S. P. Brown	824 47
W. E. Anderson	1,038 22
George L. Neville	1,404 65
CLASS No. 4.—Yellow pine lumber.	
D. S. Walton	540 00
Alfred Hoitt	364 50
D. Risley	337 50
G. W. Lawrence	351 00
Wendell & Call	378 00
William Lang	364 50
Samuel Adams	297 00
G. A. Hammond	333 99
S. B. Grice	810 00
N. W. Coffin	347 62
S. P. Brown	378 00
W. E. Anderson	391 50
George L. Neville	540 00

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS NO. 5.— <i>Cherry, seasoned.</i>	
G. W. Lawrence	\$160 00
William Lang	88 00
Samuel Adams	148 80
G. A. Hammond	156 80
S. P. Brown	224 00
CLASS NO 6.— <i>White pine and spruce timber and lumber.</i>	
James Dodge	8, 621 25
A. Hoitt	6, 121 98
Robert S. Webster	6, 560 34
George Chesley	6, 484 29
G. W. Lawrence	6, 325 51
Wendell & Call	7, 775 23
Samuel Adams	6, 316 90
G. A. Hammond	6, 184 40
N. W. Coffin	7, 027 69
S. P. Brown	7, 204 79
CLASS NO. 7.— <i>Lime and hair.</i>	
J. M. Mathes	1, 197 50
N. K. Raynes	1, 220 90
George Chesley	1, 085 80
G. W. Lawrence	1, 572 50
J. H. Broughton	1, 171 90
John Wendell	1, 197 50
CLASS NO. 8.— <i>Cement.</i>	
N. K. Raynes	411 25
J. H. Broughton	350 15
John Wendell	352 50
William Lang	446 50
CLASS NO. 9.— <i>Sand.</i>	
J. H. Broughton	593 75
CLASS NO. 10.— <i>Slate.</i>	
J. T. Hanks	1, 552 50
J. H. Broughton	2, 205 00
William Lang	1, 350 00
CLASS NO. 11.— <i>Iron and nails</i>	
Spalding & Parrott	774 75
Handy & Morris	1, 285 00
John Wendell	880 75
William Lang	864 75
J. P. Lyman	940 12
CLASS NO. 12.— <i>Steel.</i>	
Spalding & Parrott	214 00

REPORT OF THE ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 12—Continued.	
John Wendell	\$224 00
William Lang	238 00
J. P. Lyman	217 00
CLASS No. 14.—Files.	
N. K. Raynes	2,732 26
George L. Treadwell	2,958 36
John Wendell	3,017 50
William Lang	2,377 50
A. Q. Wendell	3,191 75
Samuel Lawson	2,991 70
CLASS No. 15.—Paints, oils, &c.	
N. K. Raynes	1,344 02
G. L. Treadwell	1,467 94
John Wendell	1,211 00
William Lang	1,440 02
A. Q. Wendell	1,520 91
CLASS No. 16.—Ship chandlery.	
N. K. Raynes	1,042 65
G. L. Treadwell	1,193 60
John Wendell	1,047 25
A. Q. Wendell	1,147 76
CLASS No. 17.—Hardware.	
N. K. Raynes	829 33
G. L. Treadwell	835 77
John Wendell	958 00
A. Q. Wendell	977 65
CLASS No. 18.—Stationery.	
C. C. Harvey	142 22
CLASS No. 19.—Fire-wood.	
J. M. Mathes	160 00
N. K. Raynes	157 40
CLASS No. 20.—Hay.	
John Rice	1,125 00
A. Holtt	1,042 50
N. K. Raynes	1,481 25
G. A. Hammond	1,192 50
James Philbrick	1,275 00
CLASS No. 21.—Provender.	
A. Holtt	660 00
A. W. Simpson	720 00

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 21—Continued.	
N. K. Raynes.....	\$627 00
C. Robinson.....	738 00
CLASS No. 22—Charcoal.	
J. M. Mathes.....	230 00
A. Hoitt.....	200 00
N. K. Raynes.....	220 00
John Wendell.....	230 00
CLASS No. 24.—Copper and composition nails.	
Edgar M. Brown.....	167 40
N. K. Raynes.....	193 55
G. L. Treadwell.....	204 60
John Wendell.....	192 20
A. Q. Wendell.....	186 70
CLASS No. 25.—Iron castings.	
Drake & Field.....	172 50
Ira Hazleton.....	180 00
CLASS No. 27.—Excavation.	
A. W. Simpson.....	11,000 00
John Mugridge.....	15,300 00
Whitehouse & Titcomb.....	14,600 00
Marden & Stimpson.....	14,600 00
Band & Holmes.....	19,800 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, BOSTON, UNDER ADVERTISE-
MENT DATED MAY 1, 1857.

CLASS No. 1—Bricks.	
Oakman & Eldridge.....	10,410 00
John Murphy.....	11,290 00
Mullet & Bradbury.....	11,655 00
Horton, Hall & Co.....	10,875 00
N. W. Coffin.....	11,217 50
Phlander Ames.....	10,763 00
CLASS No. 2.—Stone.	
Granite Railway Company.....	55,215 00
Henry Barker.....	64,705 00
Seward & Packard.....	71,885 00
John F. Gilman.....	53,790 00
Blaisdell & Emerson.....	57,810 00
Eleazer Frederick.....	64,077 00
E. C. Sargent.....	73,017 00

REPORT OF THE
ABSTRACT—Continued.

Names.	Aggregate.
<i>CLASS No. 4.—Yellow pine lumber.</i>	
Porter & Darrow	\$357 25
David Risley	390 00
Alfred Hoitt	405 00
George L. Neville	540 00
William Lang	405 00
N. W. Coffin	360 00
S. P. Brown	450 00
Joseph Young	371 25
Philander Ames	375 00
<i>CLASS No 5.—Oak and hard wood.</i>	
Alfred Hoitt	780 00
William White	1,300 00
N. W. Coffin	630 00
S. P. Brown	665 00
G. W. Lawrence	625 00
Philander Ames	691 00
Nat. Dunn	1,550 00
<i>CLASS No. 6.—White pine, spruce, and juniper lumber and timber.</i>	
Alfred Hoitt	7,806 25
William Lang	7,692 50
N. W. Coffin	6,567 50
S. P. Brown	7,276 75
G. W. Lawrence	6,593 75
Philander Ames	7,152 50
Robert Todd	7,863 50
<i>CLASS No. 7.—Lime and hair.</i>	
Oakman & Eldridge	530 00
Horton, Hall & Co	505 00
Philander Ames	592 00
Robert Todd	580 00
<i>CLASS No. 8.—Cement.</i>	
Porter and Darrow	209 25
Oakman & Eldridge	210 00
John Murphy	195 00
John Wendell	210 00
Horton, Hall & Co	202 50
William Lang	225 00
Philander Ames	205 50
Robert Todd	225 00
<i>CLASS No. 9.—Gravel and sand.</i>	
Oakman & Eldridge	442 00
Philander Ames	467 00
<i>CLASS No. 10.—Slate.</i>	
Porter & Darrow	3,373 50
William Lang	3,900 00

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 10.—Continued.	
N. W. Coffin	\$3,592 50
J. T. Hanks	8,625 00
D. D. Jones	4,500 00
CLASS No. 11.—Iron: iron spikes and nails.	
John Wendell	980 50
Horton, Hall & Co	722 00
Handy & Morris	1,360 00
William Lang	911 00
CLASS No. 12.—Steel.	
John Wendell	236 00
Horton, Hall & Co	200 00
William Lang	208 00
CLASS No. 14.—Files.	
John Wendell	1,926 04
Horton, Hall & Co	1,706 25
G. B. Hubbell & Co	1,621 59
William Lang	1,486 22½
CLASS No. 15.—Paints, oils, &c.	
John Wendell	1,631 60
Horton, Hall & Co	1,489 94
William Lang	1,490 22
George D. Glenn	1,663 73
E. A. Fisher	1,647 08
CLASS No. 16.—Ship chandlery.	
John Wendell	1,779 20
Horton, Hall & Co	1,428 09
CLASS No. 17.—Hardware.	
John Wendell	2,148 20
Horton, Hall & Co	1,586 56
CLASS No. 18.—Stationery.	
A. E. Cutter	724 95
Raynes & Fairbanks	575 64
A. B. Gay	511 66
CLASS No. 20.—Hay and straw.	
Porter & Darrow	1,749 00
S. & E. Knight	1,476 80
Mullett & Bradbury	1,589 30
Alfred Hoitt	1,490 00
Philander Ames	1,561 50

REPORT OF THE ABSTRACT—Continued.

Names.	Aggregate
CLASS No. 21.—Provender.	
Porter & Darrow.....	\$917 75
Mullett & Bradbury.....	881 00
Alfred Hoitt.....	931 25
Philander Ames.....	1,058 50
N. Tufts.....	953 25
CLASS No. 22.—Charcoal.	
Porter & Darrow.....	780 00
Oakman & Eldridge.....	1,000 00
John Wendell.....	800 00
Mullett & Bradbury.....	690 00
Horton, Hall & Co.....	660 00
Philander Ames.....	800 00
CLASS No. 23.—Packing.	
Porter & Darrow.....	49 25
John Wendell.....	50 00
Horton, Hall & Co.....	75 00
CLASS No. 25.—Iron castings.	
Horton, Hall & Co.....	525 00
Francis Alger.....	30,157 50
W. B. Bradford.....	506 25

OFFERS FOR SUPPLIES FOR THE NAVY YARD, NEW YORK, UNDER ADVERTISEMENT DATED MAY 1, 1857.

CLASS No. 1.—Bricks.	
William Beard.....	\$4,741 00
William Swenarton.....	3,916 00
T. W. Rollins.....	5,506 00
John Wendell.....	3,629 00
E. N. Hubbell.....	4,767 00
CLASS No. 2.—Stone.	
G. A. Buckingham.....	130,101 25
James C. S. Sinclair.....	147,029 00
Andrew Harrison.....	158,669 64
William Beard.....	168,039 75
T. Wilson.....	212,507 50
T. W. Rollins.....	172,662 00
J. W. Smith.....	128,799 00
Charles Gukdet.....	109,411 50
James N. Palmer.....	392,320 75
CLASS No. 3.—Yellow pine timber.	
D. S. Walton.....	11,954 00
George T. Wallace.....	9,261 00

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 3—Continued.	
John H. Midmer.....	\$14,795 30
S. P. Brown.....	7,508 80
James Bigler.....	9,176 20
William White.....	9,731 00
Campbell & Moody.....	8,845 90
Peters & Reed.....	10,614 80
W. E. Anderson.....	12,822 40
E. H. Herbert.....	7,864 80
S. B. Grice.....	7,980 00
J. S. Garrison, jr.....	16,696 00
D. Risley.....	6,394 40
George L. Neville.....	9,541 20
Reid & Bright.....	10,116 75
M. Costin & Co.....	8,093 60
CLASS No. 5.—Oak and hard wood timber.	
D. S. Walton.....	745 00
John H. Midmer.....	660 00
James Bigler.....	521 00
William White.....	1,340 00
Campbell & Moody.....	584 50
E. H. Herbert.....	1,064 00
Nat. Dunn.....	589 00
L. O. Southmayd.....	595 10
George L. Neville.....	553 58
CLASS No. 6.—White pine, spruce, and juniper.	
John H. Midmer.....	12,049 67
S. P. Brown.....	12,832 50
James Bigler.....	10,428 10
Bigler & Wilt.....	13,674 65
Campbell & Moody.....	9,922 50
W. W. Campbell.....	9,662 70
Joseph Westcott.....	13,618 00
CLASS No. 7.—Lime and hair.	
William Beard.....	1,394 96
William Swenarton.....	1,180 20
S. P. Brown.....	1,671 92
John Wendell.....	1,373 80
CLASS No. 8.—Cement.	
William Beard.....	14,200 00
Lawrence Cement Company.....	12,766 00
James W. Smith.....	15,260 00
Newark Lime and Cement Company.....	11,440 00
John Wendell.....	14,096 00
CLASS No. 9.—Gravel and sand.	
George A. Buckingham.....	37,810 00
Andrew Harrison.....	38,727 50
William Beard.....	43,725 00

REPORT OF THE ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 9—Continued.	
M. S. Smith.....	\$44,106 00
T. W. Rollins	50,560 00
James W. Smith.....	57,800 00
Charles Guidet.....	43,410 00
John Wendell	49,350 00
CLASS No. 10.—Slate.	
J. T. Hanks.....	403 00
William Swenarton.....	372 00
John Wendell	343 00
William Lang	930 00
CLASS No. 11.—Iron, iron spikes, &c.	
Secor & Co.....	3,701 00
Handy & Marris.....	4,328 54
John H. Lidgerwood	3,464 00
John Wendell	3,361 00
William Lang	3,657 25
CLASS No. 12.—Steel.	
Secor & Co.....	2,328 00
J. H. Lidgerwood.....	2,101 00
John Wendell	1,978 00
William Lang	2,383 50
CLASS No. 14.—Files.	
W. D. Kennedy.....	9,876 08
Handy & Brenner	10,481 44
Secor & Co.....	10,323 93
J. W. Delano, & Co.....	9,072 52
G. B. Hubbell & Co.....	9,616 64
John H. Lidgerwood.....	10,296 16
John Wendell	9,906 87
William Lang	9,516 53
CLASS No. 15.—Paints, oils, &c.	
E. A. Fisher.....	8,043 67
W. D. Kennedy.....	7,027 60
Battelle & Benwick.....	7,956 75
J. W. Delano & Co.....	8,503 75
George D. Glenn.....	8,786 95
W. M. B. Hartley.....	10,629 80
Raynolds, Devos & Co.....	9,018 70
John Wendell	7,252 50
William Lang	9,154 95
CLASS No. 16.—Ship chandlery.	
W. D. Kennedy.....	1,951 28
Secor & Co.....	2,540 99
J. W. Delano & Co.....	2,162 90
John H. Lidgerwood.....	2,480 46
John Wendell	2,245 64

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 17.— <i>Hardware.</i>	
J. W. Delano & Co.....	\$5,945 17
John H. Lidgerwood.....	6,469 46
John Wendell.....	6,644 99
CLASS No. 18.— <i>Stationery.</i>	
John J. Bloomfield.....	2,550 44
Bowne & Hasbrouck.....	1,608 54
Bigelow & Bleecker.....	2,506 72
Nathan Lane.....	2,152 35
Slote & Jones.....	2,320 08
CLASS No. 20.— <i>Hay and straw.</i>	
John Delany.....	1,710 00
William Myers.....	1,977 50
Robert Murray, jr.....	2,010 00
T. Mulligan.....	2,180 00
Thomas Lynch.....	1,905 00
George Hannaman.....	1,646 00
Charles Spear.....	1,975 00
CLASS No. 21.— <i>Provision.</i>	
John Delany.....	3,904 52
R. Murray, jr.....	3,748 00
Thomas Mulligan.....	4,205 00
Thomas Lynch.....	4,118 00
George Hannaman.....	3,168 00
Charles Spear.....	3,998 00
CLASS No. 22.— <i>Charcoal.</i>	
James H. Lipscomb.....	562 50
John Delany.....	540 00
C. McGlinchey.....	549 00
A. McConnell.....	600 00
Felix Devlin.....	540 00
John Wendell.....	510 00
W. W. Campbell.....	540 00
CLASS No. 23.— <i>Baling, packing, hose.</i>	
W. D. Kennedy.....	1,847 50
Matthew March.....	2,014 50
Secor & Co.....	2,003 97
H. S. McCombs.....	1,485 50
John Wendell.....	1,554 10
CLASS No. 25.— <i>Iron work and castings.</i>	
James Murphy & Co.....	11,423 80
Marshall & J. A. Lefferts.....	13,646 20
J. A. Kroehl.....	17,619 80
George R. Jackson.....	11,065 50

REPORT OF THE
ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 25—Continued.	
John H. Lidgerwood.....	\$14,282 00
G. W. Richardson, & Co	10,761 80
Boardman, Holbrooke & Co	10,827 20
CLASS No 26.— <i>Machinery, &c.</i>	
[No bids.]	

OFFERS FOR SUPPLIES FOR THE NAVY YARD, PHILADELPHIA, UNDER AD-
VERTISEMENT DATED MAY 1, 1857.

CLASS No. 1.— <i>Bricks.</i>	
Handy & Morris.....	\$1,119 50
Jonathan Powell.....	887 75
P. J. Field.....	856 75
R. McCay.....	856 75
John A. Higgins.....	1,725 50
CLASS No. 2.— <i>Stone.</i>	
Jonathan Powell.....	1,854 65
P. J. Field.....	1,712 73
John C. Leiper	1,465 40
CLASS No. 3.— <i>Yellow pine timber.</i>	
George L. Neville.....	1,452 12
William Lang.....	1,136 44
S. B. Grice.....	947 04
E. H. Herbert.....	1,262 72
W. S. McAllister.....	928 09
Jonathan Powell.....	1,104 74
Peters & Reed.....	1,104 88
David Risley.....	789 20
CLASS No. 4.— <i>Yellow pine lumber.</i>	
George L. Neville.....	2,303 00
William Lang.....	1,532 00
S. B. Grice.....	1,592 00
W. S. Doughton.....	1,329 00
W. S. McAllister.....	1,361 80
Jonathan Powell.....	1,780 00
Peters & Reed.....	1,680 00
David Risley.....	1,199 00
CLASS No. 5.— <i>White oak and hard wood.</i>	
H. N. Easby.....	6,384 54
George L. Neville.....	8,167 98
S. B. Grice.....	3,076 00
E. H. Herbert.....	6,414 54
W. S. McAllister.....	4,203 44

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 5—Continued.	
Jonathan Powell.....	\$4,435 75
Nat. Dunn.....	5,512 82
Samuel Patterson.....	7,293 76
James S. Garrison, jr.....	11,814 86
David Risley.....	3,935 89
William Patton.....	4,244 91
CLASS No. 6.—White pine timber.	
S. B. Grice.....	6,097 49
W. S. Doughton.....	5,000 48
W. S. McAllister.....	5,231 49
Jonathan Powell.....	5,120 61
Samuel Patterson.....	7,538 63
Bigler & Wilt.....	4,649 46
William Patton.....	5,182 12
CLASS No. 7.—Lime and hair.	
P. J. Field.....	60 62
CLASS No. 9.—Gravel and sand.	
Jonathan Powell.....	145 59
P. J. Field.....	132 00
CLASS No. 10.—Slate.	
Handy & Morris.....	225 00
W. S. Doughton.....	180 00
John Wendell.....	160 00
Porter & Darrow.....	249 25
Robert McCay.....	325 00
William Sagee.....	190 00
J. T. Hanks.....	208 75
CLASS No. 11.—Iron, iron nails, and spikes.	
Handy & Morris.....	995 25
William Lang.....	1,210 00
A. H. Stillwell.....	1,688 00
Timothy Field.....	2,412 60
J. Lealy, jr.....	2,261 50
CLASS No. 12.—Steel.	
William Lang.....	364 00
H. B. Wilson.....	383 00
John Wendell.....	272 00
P. J. Field.....	323 00
Handy & Brenner.....	313 00
John A. Higgins.....	500 00
Baxter & Bro.....	341 00
J. Lealy, jr.....	331 50

REPORT OF THE

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 14.—<i>Files.</i>	
Samuel Lawson.....	\$557 75
H. B. Wilson.....	602 82
John Wendell.....	561 81
P. J. Field.....	542 40
Handy & Brenner.....	536 06
John A. Higgins.....	1,082 00
Baxter & Bro.....	553 10
J. Lealy, jr.....	519 89
CLASS No. 15.—<i>Paints, oils, &c.</i>	
R. W. Dungan.....	911 56
William Lang.....	954 17
J. H. Sprague.....	819 85
H. B. Wilson.....	937 18
John Wendell.....	810 25
W. D. Kennedy.....	812 31
John A. Higgins.....	1,532 40
E. A. Fisher.....	840 87
Battelle & Benwick.....	949 10
A. F. Hazard & Co.....	976 61
CLASS No. 16.—<i>Ship chandlery.</i>	
J. G. Young.....	2,038 25
Michael Wise.....	2,155 25
John Wendell.....	2,093 25
W. D. Kennedy.....	1,862 60
William Sagee.....	1,965 50
John A. Higgins.....	3,813 50
J. B. Whetham.....	2,225 03
A. F. Hazard & Co.....	2,107 50
CLASS No. 17.—<i>Hardware.</i>	
H. B. Wilson.....	1,439 43
John Wendell.....	1,375 10
P. J. Field.....	1,228 96
Handy & Brenner.....	1,361 29
John A. Higgins.....	2,994 00
Baxter & Brother.....	1,283 60
J. Lealy, jr.....	1,280 21
CLASS No. 18.—<i>Stationery.</i>	
W. H. Maurice.....	944 52
CLASS No. 19.—<i>Furniture.</i>	
W. S. Doughten.....	2,632 50
H. B. Wilson.....	2,542 50
Robert McCay.....	2,452 50
Wm. Sagee.....	2,790 00
Samuel Patterson.....	2,466 00
John A. Higgins.....	4,950 00
John Sherry.....	2,812 50
J. B. Baxter, jr.....	2,340 00

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 20.— <i>Hay and straw.</i>	
W. S. Doughten.....	\$1,257 50
W. S. McAllister.....	1,229 00
CLASS No. 21.— <i>Provvender.</i>	
W. S. Doughten.....	951 00
W. S. McAllister.....	922 60
John A. Higgins.....	1,570 50
CLASS No. 22.— <i>Charcoal.</i>	
J. G. Young.....	40 00
P. J. Field.....	30 00
CLASS No. 23.— <i>Belting, packing, and hose.</i>	
H. S. McCombs & Brother.....	1,040 00
P. J. Field.....	1,027 00
Wm. Sagee.....	1,130 00
John A. Higgins.....	6,570 00
CLASS No. 27.— <i>Iron Floats.</i>	
Trenton Manufacturing Company.....	12,180 00
Merrick & Sons.....	13,860 00
A. H. Stillwell.....	13,440 00
John A. Higgins.....	18,480 00
W. C. Bridges.....	16,800 00
Betta, Pusey & Co.....	14,028 00

OFFERS FOR SUPPLIES FOR NAVAL ASYLUM, PHILADELPHIA, UNDER ADVERTISEMENT DATED MAY 1, 1857.

CLASS No. 1.— <i>Bricks.</i>	
A. Robeno, jr.....	\$3,884 75
CLASS No. 2.— <i>Hats, boots, and shoes.</i>	
Wm. Muldoon.....	1,168 88
CLASS No. 3.— <i>Provisions.</i>	
Gottlieb Scheidt.....	7,708 00
G. Heishly.....	8,725 75
D. Woelpper.....	8,185 00
CLASS No. 4.— <i>Groceries.</i>	
W. L. Maddock.....	4,575 00
J. G. Young.....	4,695 20

REPORT OF THE
ABSTRACT—Continued.

Names.	Aggregate.
<i>CLASS No. 5.—Dry Goods.</i>	
W. L. Maddock.....	\$198 00
A. Robeno, jr.....	656 00
J. G. Young.....	520 00
<i>CLASS No. 6.—Bread, &c.</i>	
J. G. Young.....	1,810 00
W. W. Barnes.....	1,495 00
<i>CLASS No. 7.—Tobacco.</i>	
W. L. Maddock.....	650 00
J. G. Young.....	700 00
C. H. Lindley.....	675 00
J. Lesly, jr.....	775 00
<i>CLASS No. 8.—Miscellaneous.</i>	
W. L. Maddock.....	119 50
J. G. Young.....	135 54
C. Heishley.....	123 35
J. Lesly, jr.....	134 80
<i>CLASS No. 9.—Hardware.</i>	
P. J. Field.....	90 56
J. Lesly, jr.....	80 52
<i>CLASS No. 10.—Iron and nails.</i>	
P. J. Field.....	28 00
J. Lesly, jr.....	28 00
<i>CLASS No. 11.—Paints and oils.</i>	
B. W. Dungan.....	100 90
A. F. Hazard & Co.....	106 25
J. H. Sprague.....	86 80
<i>CLASS No. 12.—Files.</i>	
P. J. Field.....	3 55
J. Lesly, jr.....	3 70
<i>CLASS No 13.—Tools.</i>	
P. J. Field.....	2 45
J. Lesly, jr.....	2 95
<i>CLASS No. 14.—Lumber.</i>	
W. L. Maddock.....	239 00
S. B. Grice.....	211 57
J. Powell.....	236 25
<i>CLASS No. 15.—Providence.</i>	
W. L. Maddock.....	84 00

ABSTRACT—Continued.

Names.	Aggregate.
CLASS NO. 16.—Firewood.	
W. L. Maddock.....	\$74 00
Jno. Sherry.....	62 50
S. B. Grice.....	67 50
J. Powell.....	75 00
CLASS NO. 17.—Excavation and wall.	
R. McCay, jr.....	10,839 60
S. R. Andrews.....	8,979 37
P. J. Field.....	10,015 46
J. Powell.....	8,029 00

OFFERS FOR SUPPLIES FOR THE NAVY YARD, WASHINGTON, D. C., UNDER
ADVERTISEMENT DATED MAY 1, 1857.

CLASS NO. 1.—Bricks	
A. & T. A. Richards.....	\$1,590 00
Morgan & Rhinehart.....	1,672 50
Cyrus Gault.....	1,500 00
Jno. Wendell.....	1,740 00
Thompson & Oudealuys.....	1,516 00
CLASS NO. 2.—Stone.	
Silby & Ridgely.....	4,530 00
Henry Parry.....	4,991 50
M. G. Emery.....	5,003 10
Nich. Acker.....	4,566 20
CLASS NO. 3.—Yellow pine timber.	
E. Pickerell.....	2,403 78
E. H. Herbert.....	4,256 60
S. B. Grice.....	3,430 28
J. S. Garrison, jr.....	8,037 54
Wm. White.....	3,905 94
T. Mosher.....	2,568 96
Geo. L. Neville.....	3,380 28
D. S. Walton.....	5,909 24
Peters & Reed.....	3,535 54
A. B. Waller.....	3,355 28
D. Risley.....	2,528 89
H. N. Esby.....	2,628 96
CLASS NO. 4.—Yellow pine lumber.	
E. Pickerell.....	980 00
S. B. Grice.....	1,185 00
T. Mosher.....	9830 00
Geo. L. Neville.....	1,205 00
D. S. Walton.....	1,300 00
Peters & Reed.....	1,264 00

REPORT OF THE ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 4—Continued.	
A. B. Waller	\$1,395 00
D. Risley	885 00
H. N. Easby	920 00
CLASS No. 5.—Oak and hard wood timber and lumber.	
Samuel Patterson	396 00
P. Otterback	255 00
Morgan & Rhinehart	268 00
E. H. Herbert	500 00
Wm. White	420 00
T. Mosher	*187 00
H. N. Easby	588 00
CLASS No. 6.—White pine, spruce, juniper, and cypress.	
E. Pickerele	2,389 52
W. W. Campbell	2,789 35
Ulysses Ward	2,495 79
T. Mosher	2,420 20
A. B. Waller	2,825 25
Bigler & Wilt	2,607 21
CLASS No. 7.—Lime and hair.	
Morgan & Rhinehart	1,100 00
Burrows & Willit	*850 00
W. H. Godey	1,000 00
W. W. Campbell	1,750 00
Jno. Wendell	999 00
T. Mosher	1,250 00
L. P. Hoover	870 00
CLASS No. 9.—Gravel and sand.	
P. Otterback	*645 20
T. Mosher	670 00
CLASS No. 11.—Iron, nails and spikes.	
Jos. L. Savage	4,615 56
Harvey & Adams	4,853 25
Samuel Lawson	5,569 10
Jno. A. Higgins	5,776 00
Jno. Wendell	4,465 85
Handy & Morris	7,369 66
Thompson & Oudesluyts	5,841 80
Keyser, Troxel & Co	*4,202 62
CLASS No. 12.—Steel.	
Jos. L. Savage	1,182 50
Harvey & Adams	1,251 50
Samuel Lawson	2,033 00
Jno. A. Higgins	1,423 00
Jno. Wendell	1,219 00
Keyser, Troxel & Co	*1,151 00

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 13.—Pig iron.	
Jos. L. Savage.....	*\$7,900 00
Ulysses Ward.....	9,375 00
Jno. A. Higgins.....	8,700 00
Jno. Wendell.....	8,930 00
Handy & Morris.....	10,250 00
W. H. Townsend & Co.....	12,500 00
D. R. Porter.....	8,725 00
Thompson & Oudealays.....	9,200 00
CLASS No. 14.—Piles.	
Jos. L. Savage.....	*3,599 75
Harvey & Adams.....	3,782 35
Handy & Brenner.....	3,879 45
Samuel Lawson.....	3,945 25
Jno. Wendell.....	3,875 33
G. B. Hubbell & Co.....	3,689 14
CLASS No. 15.—Paints, oils, &c.	
W. D. Kennedy.....	*4,877 75
E. A. Fisher.....	6,064 23
Geo. D. Glenn.....	5,319 50
Howell & Morsell.....	5,656 79
Jno. Wendell.....	5,359 50
Batelle & Renwick.....	5,019 50
Z. D. Gilman.....	5,616 90
CLASS No. 16.—Ship chandlery.	
Jos. L. Savage.....	*2,215 92
W. D. Kennedy.....	2,220 60
Harvey & Adams.....	2,347 90
Jno. A. Higgins.....	4,593 60
Jno. Wendell.....	2,321 20
CLASS No. 17.—Hardware.	
Jos. L. Savage.....	551 58
Harvey & Adams.....	501 15
Jno. A. Higgins.....	2,140 75
Jno. Wendell.....	914 00
CLASS No. 18.—Stationery.	
Robert Farnham.....	544 85
Taylor & Maury.....	682 60
CLASS No. 19.—Firewood.	
Samuel Patterson.....	3,132 00
Geo. T. McGlue.....	2,970 00
A. & T. A. Richards.....	3,078 00
P. Otterback.....	*2,907 00
Chapin & Bro.....	2,871 00
Ulysses Ward.....	4,347 00
T. Mosher.....	3,015 00

REPORT OF THE

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 19—Continued.	
Geo. L. Neville.....	\$6,525 00
W. H. Gunnell	3,015 00
S. D. Castleman.....	3,357 00
CLASS No. 20.— <i>Hay and straw.</i>	
P. Otterback	*747 00
Morgan & Rhinehart	810 00
Clark & Bro.....	927 00
T. Mosher	900 00
CLASS No. 21.— <i>Provender.</i>	
P. Otterback	1,000 80
Morgan & Rhinehart	1,035 00
Clark & Bro.....	*928 80
John A. Higgins	1,572 00
T. Mosher	1,074 00
A. & T. A. Richards.....	1,040 00
CLASS No. 22.— <i>Charcoal.</i>	
Samuel Patterson	4,250 00
P. Otterback	12,103 75
Morgan & Rhinehart.....	2,384 00
John L. Moore.....	*1,513 00
John Wendell	3,060 00
W. W. Gunnell.....	1,870 09
W. T. Clark.....	1,528 30
CLASS No. 23.— <i>Baling, packing, and hose.</i>	
Joseph L. Savage	1,192 00
W. W. Campbell.....	1,416 00
McCombs & Co	1,215 00
John A. Higgins	1,969 25
John Wendell	1,223 00
CLASS No. 24.— <i>Iron gun carriage shed.</i>	
M. Lefferts & Bro	15,512 00
M. Lefferts & Bro	27,803 00
M. Lefferts & Bro	20,384 00
Trenton Manufacturing Company	*24,200 00
J. H. Kroehl	29,289 81
J. H. Kroehl	27,830 71
J. H. Kroehl	21,692 00
J. H. Kroehl	22,500 00

ABSTRACT—Continued.

OFFERS FOR SUPPLIES FOR THE NAVY YARD, NORFOLK, VIRGINIA, UNDER
ADVERTISEMENT DATED MAY 1, 1857.

Names.	Aggregate.
<i>CLASS No. 1.—Bricks.</i>	
John A. Higgins	\$23,091 80
Cyrus Gault	*23,032 40
McCay & Wehr	31,660 00
Forbes Holland	20,245 00
John Murphy	23,550 00
Joseph Temple	35 00
E. N. Hubbell	24,452 00
Joseph P. Reynolds	23,661 50
James Bigler	24,891 56
William Denby	30,380 00
<i>CLASS No. 2.—Stone.</i>	
John A. Higgins	61,628 69
Gault & McClanahan	60,272 95
John McLeod Murphy	73,792 44
C. S. Breed	*56,337 11
George A. Pierce	61,676 21
M. G. Emery	69,745 30
Eleazer Frederick	32,886 00
<i>CLASS No. 3.—Yellow pine timber.</i>	
D. S. Walton	36,068 89
G. T. Wallace	20,013 70
George L. Neville	32,149 52
Joseph Temple	23,507 11
H. Irwin	20,160 16
J. S. Garrison, jr	35,319 04
Stokely, Williams & Co.	28,151 20
William White	20,811 88
D. Risley	40,093 57
Peters & Reed	24,237 59
J. W. McAlpine	°19,895 80
E. H. Herbert	23,045 80
Costin, Gregg & Co.	57,083 06
S. B. Grice	28,574 27
<i>CLASS No. 4.—Yellow pine lumber.</i>	
D. S. Walton	19,720 60
George L. Neville	14,297 45
J. N. Gray	17,748 51
D. Risley	°10,846 33
John E. Tunis	17,255 52
Peters & Reed	15,776 48
E. H. Herbert	13,804 42
James Bigler	13,804 42
Costin, Gregg & Co.	14,790 45
S. B. Grice	13,804 42

REPORT OF THE ABSTRACT—Continued.

Names.	Aggregate.
<i>CLASS No. 6.—White pine timber and lumber.</i>	
John E. Tunis.....	\$1,639 50
Peters & Reed.....	1,662 43
Samuel P. Brown.....	3,142 76
Bigler & Wilt.....	2,304 74
Samuel Marsh.....	1,655 06
James Bigler.....	1,912 38
W. W. Campbell.....	2,563 93
<i>CLASS No. 7.—Lime.</i>	
John A. Higgins.....	5,773 20
John E. Tunis.....	5,392 10
Peters & Reed.....	5,484 54
L. P. Hoover.....	4,811 00
S. P. Brown.....	6,306 19
Samuel Marsh.....	5,532 65
John Wendell.....	5,243 99
W. H. Godey.....	5,628 51
<i>CLASS No. 8.—Cement.</i>	
John A. Higgins.....	2,491 65
Wm. Swenarton.....	\$2,152 65
John E. Tunis.....	2,508 60
Peters & Reed.....	2,457 75
Newark Lime and Cement Company.....	2,373 00
Lawrence Cement Company.....	2,271 30
Samuel Marsh.....	2,457 75
John Wendell.....	2,373 00
<i>CLASS No. 9.—Sand.</i>	
Samuel Patterson.....	\$6,765 50
Peters & Reed.....	9,139 80
Burford & Ward.....	8,906 00
<i>CLASS No. 10.—Slate.</i>	
John A. Higgins.....	6,612 00
J. T. Hanks.....	5,557 50
C. & M. Gault.....	4,275 00
John Murphy.....	5,700 00
John Wendell.....	\$2,731 25
Wm. Lang.....	5,320 00
D. D. Jones.....	5,605 00
<i>CLASS No. 11.—Iron and iron nails.</i>	
Griffith & Wilson.....	1,129 50
John A. Higgins.....	1,122 00
Allyn, Rose & Capps.....	1,330 50
Handy & Morris.....	1,440 00
Keyser, Troxell & Co.....	1,162 50
Tabb & Moore.....	1,276 00
John Wendell.....	\$1,063 50
Samuel Lawson.....	1,448 50

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 12.—<i>Steel.</i>	
Griffith & Wilson.....	\$792 00
John A. Higgins.....	927 30
Allyn, Rose & Capps.....	738 70
Keyser, Troxel & Co.....	721 74
Tabb & Moore.....	780 30
John Wendell.....	*706 00
Samuel Lawson.....	941 00
CLASS No. 14.—<i>Files.</i>	
Griffith & Wilson.....	1,913 68
Allyn, Rose & Capps.....	1,912 24
Tabb & Moore.....	2,113 80
John Wendell.....	2,479 24
Samuel Lawson.....	2,898 93
James Leely, jr.....	2,083 95
CLASS No. 15 — <i>Paints, oils, &c.</i>	
A. J. Williams & Co.....	4,112 37
John A. Higgins.....	5,212 75
W. D. Kennedy.....	3,709 15
V. B. Billisoly.....	5,486 40
Bartlett & Renwick.....	3,915 50
John Wendell.....	4,065 00
George D. Glenu.....	4,307 00
CLASS No 16.—<i>Ship chandlery.</i>	
Griffith & Wilson.....	2,254 05
John A. Higgins.....	2,428 50
Joseph L. Savage.....	2,491 12
W. D. Kennedy.....	2,191 50
Allyn, Rose & Capps.....	2,166 50
Tabb & Moore.....	2,486 25
John Wendell.....	*2,048 80
CLASS No. 17.—<i>Hardware.</i>	
Griffith & Wilson.....	*5,807 77
Allyn, Rose & Capps.....	9,874 21
John Wendell.....	13,478 09
CLASS No 18.—<i>Stationery.</i>	
J. T. Borum & Co.....	617 51
W. P. Griffith.....	*530 81
Vickery & Co.....	553 10
CLASS No. 20.—<i>Hay and Straw.</i>	
John A. Higgins.....	2,175 00
B. B. Mosely.....	2,166 00
Peters & Reed.....	*1,902 00
Jones & Ward.....	1,941 00
S. P. Brown.....	2,122 50
Reid & Wallington.....	2,052 00

* Accepted.

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REPORT OF THE ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 21.—Provender.	
John A. Higgins	\$4,068 00
B. B. Mosely	5,400 00
Peters & Reed	5,280 00
Jones & Ward	*3,760 00
Reid & Wallington	4,664 00
CLASS No. 22.—Charcoal.	
John A. Higgins	690 00
J. H. Lipscomb	450 00
John Tart	735 00
Burfard & Ward	600 00
D. J. Turner	555 00
John Wendell	*540 00
CLASS No. 25.—Iron castings.	
John A. Higgins	*1,122 00
John Wendell	1,800 00
CLASS No. 26.—Surgeon's house.	
John A. Higgins	15,974 00
W. G. Butler	*14,796 00
W. Callis	18,250 00
John Staub	14,815 00

OFFERS FOR SUPPLIES FOR NAVY YARD, PENSACOLA, UNDER ADVERTISE- MENT DATED MAY 1, 1857.

CLASS No. 1.—Bricks.	
A. L. Avery	5,260 00
John A. Higgins	5,450 00
W. H. Baker	5,020 00
William Swenarton	*3,760 00
CLASS No. 2.—Granite.	
John A. Higgins	12,595 90
Pierce & Rowe	*9,766 80
CLASS No. 3.—Yellow pine timber.	
A. L. Avery	9,441 19
C. P. Knapp	*5,595 99
W. E. Anderson	8,758 63
M. B. Grice	9,299 83
Jesse Pritchett	7,644 93
D. S. Walton	12,439 85

* Accepted.

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 4.—Yellow pine lumber.	
A. L. Avery.....	\$7,342 50
C. P. Knapp.....	6,854 23
W. E. Anderson.....	8,074 16
S. B. Grice.....	10,359 92
William Miller.....	9,621 44
Jesse Pritchett.....	7,283 27
D. S. Walton.....	12,816 22
CLASS No. 5.—Hard wood timber and lumber.	
A. L. Avery.....	486 00
C. P. Knapp.....	*438 00
W. E. Anderson.....	777 00
Jesse Pritchett.....	545 00
CLASS No. 6.—White pine, juniper, &c., timber and lumber.	
A. L. Avery.....	2,299 70
C. P. Knapp.....	2,211 70
W. E. Anderson.....	2,423 70
Jesse Pritchett.....	2,681 00
CLASS No. 7.—Lime.	
A. L. Avery.....	1,793 50
John A. Higgins.....	1,960 00
John Wendell.....	*970 00
C. P. Knapp.....	1,147 50
W. W. Campbell.....	1,310 00
S. P. Brown.....	1,157 00
CLASS No. 8.—Cement.	
A. L. Avery.....	1,125 00
John A. Higgins.....	1,250 00
John Wendell.....	750 00
C. P. Knapp.....	950 00
W. W. Campbell.....	1,125 00
William Swenarton.....	875 00
CLASS No. 9.—Cockle shells, sand, &c.	
A. L. Avery.....	9,250 00
C. P. Knapp.....	*8,890 00
CLASS No. 10.—Slate.	
A. L. Avery.....	1,222 00
John A. Higgins.....	1,950 00
John Wendell.....	1,170 00
John Murphy.....	1,300 00
John T. Hanks.....	1,105 00

* Accepted.

REPORT OF THE
ABSTRACT—Continued.

Names.	Aggregate.
<i>CLASS No. 11.—Iron, iron nails, and spikes.</i>	
A. L. Avery.....	\$2,898 82
John A. Higgins.....	2,736 62
John Wendell.....	2,199 95
Brand & Adams.....	3,303 56
Samuel Lawson.....	2,945 88
Handy & Marris.....	3,347 15
<i>CLASS No. 12.—Steel.</i>	
A. L. Avery.....	160 00
John A. Higgins.....	195 00
John Wendell.....	141 00
C. P. Knapp.....	144 00
Brand & Adams.....	167 00
Samuel Lawson.....	198 00
<i>CLASS No. 13.—Railroad iron.</i>	
A. L. Avery.....	1,700 00
John A. Higgins.....	1,750 00
John Wendell.....	1,700 00
Handy & Marris.....	1,909 00
<i>CLASS No. 14.—Files.</i>	
A. L. Avery.....	792 90
John A. Higgins.....	940 50
John Wendell.....	509 26
Brand & Adams.....	583 65
Samuel Lawson.....	522 17
<i>CLASS No. 15.—Paints, oils, &c.</i>	
A. L. Avery.....	6,628 22
John A. Higgins.....	9,896 80
John Wendell.....	5,622 68
C. P. Knapp.....	6,904 81
Brand & Adams.....	6,438 90
Battelle & Renwick.....	5,961 47
John B. Todd.....	6,147 78
<i>CLASS No. 16.—Ship chandlery.</i>	
A. L. Avery.....	2,920 85
John A. Higgins.....	6,730 70
John Wendell.....	2,767 85
Brand & Adams.....	3,131 25
John B. Todd.....	3,075 85
<i>CLASS No. 17.—Hardware.</i>	
A. L. Avery.....	3,793 80
John A. Higgins.....	5,890 64
John Wendell.....	3,198 75
Brand & Adams.....	3,556 38

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 18.—Stationery	
A. L. Avery.....	*\$1,067 50
C. P. Knapp.....	1,336 95
Middleton & McMasters.....	1,517 85
CLASS No. 19.—Fire-wood.	
A. L. Avery.....	*3,060 00
C. P. Knapp.....	3,100 00
CLASS No. 20.—Hay.	
A. L. Avery.....	224 00
C. P. Knapp.....	*179 20
S. P. Brown.....	218 40
CLASS No. 21.—Provender.	
A. L. Avery.....	2,982 00
John A. Higgins.....	4,710 00
C. P. Knapp.....	*2,628 00
CLASS No. 22.—Charcoal.	
A. L. Avery.....	400 00
C. P. Knapp.....	200 00
Jesse Pritchett.....	*200 00
CLASS No. 23.—Belting, packing, and hose.	
A. L. Avery.....	1,849 00
John A. Higgins.....	3,831 00
John Wendell.....	*853 00
G. H. O'Neal.....	1,723 50
CLASS No. 24.—Copper and composition nails.	
A. L. Avery.....	462 50
John A. Higgins.....	890 00
John Wendell.....	370 00
E. M. Brown.....	*323 00
CLASS No. 25.—Iron castings.	
A. L. Avery.....	640 00
John A. Higgins.....	640 00
C. P. Knapp.....	*540 00
CLASS No. 26.—Instruments.	
A. L. Avery.....	*700 00
John Wendell.....	790 00

* Accepted.

ABSTRACT—Continued.

OFFERS FOR SUPPLIES FOR THE NAVY YARD, SAN FRANCISCO, UNDER AD-
VERTISEMENT DATED JUNE 9, 1857.

Names.	Aggregate.
CLASS NO. 1.—Bricks.	
Ryan & Callahan.....	\$38,006 50
Timothy Sage	40,395 75
M. Fennell.....	30,205 00
Shobe & Henly	33,228 00
J. M. Katell.....	28,931 91
J. F. McCauley	28,490 00
CLASS NO. 2.—Stone	
Dobson & Co.....	6,411 91
C. B. Grant	6,083 85
CLASS NO. 3.—Granite ashler.	
E. Bassett.....	3,848 89
California Granite Co	6,584 99
G. Griffith	2,370 00
J. S. Emery.....	3,161 20
William Andrews	2,239 80
W. S. Sherwood	2,449 33
C. B. Grant	2,588 09
CLASS NO. 4.—Dressed stone.	
J. S. Emery.....	7,750 00
California Granite Co	12,215 60
G. Griffith	12,400 00
W. S. Sherwood	12,234 00
William Andrews	11,550 00
Charles B. Grant.....	11,333 33
CLASS NO. 5.—Pine timber and piles.	
A. W. Macpherson	8,386 80
L. Balch	6,438 18
CLASS NO. 6.—Pine.	
L. Balch.....	6,813 54
CLASS NO. 7.—Pine.	
L. Balch	1,799 55
J. H. Dall.....	1,721 44
CLASS NO. 8.—Flooring.	
J. H. Dall	4,377 50
A. W. Macpherson	4,557 75
CLASS NO. 9.—Lime and hair.	
P. Bannon	7,545 60
J. T. Stelle.....	7,800 40
F. L. Such & Co	5,445 60
J. H. Culver	7,395 60
C. T. Fay	6,788 00
E. McLean	8,955 60
CLASS NO. 10.—Sand.	
De Vries & Chase.....	3,402 00
T. H. Dowling.....	3,596 40

ABSTRACT—Continued.

Names.	Aggregate.
CLASS No. 10.—Continued.	
C. B. Houghton.....	\$3,207 60
J. T. McKenzie.....	2,866 00
A. Blanchard.....	2,721 60
J. M. Estelle.....	3,948 12
CLASS No. 11.—Paints, oils, &c.	
Cameron, Whittier & Co.....	1,845 12
Bryant & Co.....	2,027 77
E. McLean.....	2,386 18
CLASS No. 12.—Ship chandlery.	
Bryant & Co.....	1,167 75
CLASS No. 13.—Hardware.	
Bryant & Co.....	2,111 43
W. L. Bromley.....	2,329 85
CLASS No. 14.—Stationery.	
H. H. Bancroft & Co.....	677 60
Hodge & Wood.....	303 62
CLASS No. 15.—Fire-wood.	
J. H. Culver.....	2,700 00
C. B. Houghton.....	2,361 00
Marvin Tift.....	2,962 50
Hugh Sayers.....	2,610 00
J. M. Estelle.....	2,610 00
CLASS No. 16.—Provisioner.	
Marvin Tift.....	2,089 00
CLASS No. 17.—Coal.	
J. H. Culver.....	3,010 00
Bryant & Co.....	3,550 00
A. W. Macpherson.....	3,075 00
E. McLean.....	3,780 00
Haste & Kirk.....	3,275 00

OFFERS FOR IMPROVEMENTS TO BE MADE ON THE "OLD GUNNERS' HOUSE"
AND "BARRACK" AT ELLIS' ISLAND, NEW YORK.

Names.	Aggregate.
Edwin Bonton.....	\$17,266 00
John Welden.....	17,900 00
R. Calrow, jr.....	†3,643 00
Jno. H. Midmer.....	•9,999 00
Andrew Clarke.....	†5,695 00
Patrick Coyle.....	†6,000 00
M. Giblan.....	†4,990 00
Bernard Kelly.....	†6,800 00

• Accepted.

† Informal.

No. 2.

List of contracts under the cognizance of the Bureau of Yards and Docks made and received since the date of the last report ; prepared in conformity with the act of Congress of April 21, 1808.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 8	1857. June 30	A. W. Simpson. Erra Eames	550,000 hard-burned bricks..... 31,000 cubic feet, dimension, split, 2 feet in width, 18 inches rise, and in lengths from 4 to 10 feet..... 218 lineal feet underpinning, 24 inches rise, 12 inches thick, in lengths from 6 to 10 feet, ends, bulids, and face to be hammered, with a wash..... 1:34 lineal feet underpinning. 2 feet 8 inches rise, 14 inches wide, with a wash, per plan..... 350 lineal feet underpinning, face hammered, 24 inches rise, 12 inches wide, with a wash on both sides, per plan..... 97 lineal feet underpinning, 12 inches rise, 12 inches, with a wash, face and top hammered..... 840 lineal feet coping, 16 inches wide, 12 inches rise, with a wash on both sides, per plan..... 150 lineal feet cornice, hammered, per plan, delivered on or before April 1, 1857..... 49 window caps, 4 feet 4 inches long, 7 inches rise, 9 inches wide..... 49 window sills, 3 feet 8 inches long, 4½ inches rise, 9 inches wide, with a wash..... 2 door caps, 9 feet long, 14 inches rise, 17 inches wide..... 2 door caps, 4 feet long, 9 inches rise, 13 inches wide..... 1 door cap, 10 feet long, 15 inches rise, 28 inches wide..... 2 window caps, 8 feet 6 inches long, 7 inches rise, 12 inches wide..... 8 window caps, 3 feet 6 inches long, 9 inches rise, 13 inches wide.....	\$7 68 per M.... 15 per cub. ft. 1 75 per lin. foot. 1 44 do 2 05 do 95 do 70 do 2 83 do 2 53 each. 2 36 do 15 19 do 4 77 do 27 21 do 9 47 do 4 31 do	Portsmouth, N. H.

	Nov. 10	June 30	S. P. Brown	
2 door sills, 8 feet long, 10 inches rise, 20 inches wide, with a wash	12 67	do		
2 door sills, 4 feet 6 inches long, 9 inches rise, 14 inches wide, with a wash	5 83	do		
1 window sill, 10 feet 6 inches, 10 inches rise, 20 inches wide, with a wash	17 63	do		
2 window sills, 7 feet 10 inches long, 4 1/2 inches rise, 12 inches wide, with a wash	7 74	do		
8 window sills, 3 feet 2 1/2 inches long, 4 1/2 inches rise, 13 inches wide, with a wash	2 83	do		
1 door step, 12 feet 6 inches long, 8 inches rise, 12 inches wide	13 13	do		
1 door step, 14 feet 6 inches long, 8 inches rise, 12 inches wide	15 58	do		
2 door steps, 10 feet long, 8 inches rise, 12 inches wide	10 62	do		
2 door steps, 12 feet long, 8 inches rise, 12 inches wide	12 70	do		
3 door steps, 7 feet long, 8 inches rise, 12 inches wide	2 55	do		
(All of the caps, sills, and steps to be face hammered, and the caps and sills to be returned one inch, each cap, sill, and step to have its measurement distinctly marked upon it.)				
50 quins, 2 feet 9 inches long, 17 inches rise, 1 foot 6 inches head, face to be hammered, and returned one inch	5 80	do		
2 posts, 8 feet long, 12 inches thick by 20 inches wide, one side and edge to be hammered, and ends square	15 17	do		
36 sticks 12 feet long, 3 by 5 inches square				
6 do 19 do 4 by 6				
2 do 38 do 4 by 8				
2 do 42 do 12 by 12				
14 do 33 do 12 by 12				
12 do 38 do 4 by 9				
74 do 25 do 4 by 9				
2 do 29 do 12 by 12				
2 do 25 do 12 by 12				
2 do 44 do 12 by 12				
4 do 40 do 12 by 12				
12 do 23 do 12 by 8				
4 do 28 do 6 by 9				
2 do 25 do 6 by 9				

Nov. 10	June 30	A. Q. Wendell.....	200 pounds 1 by 8-inch German steel.....	12 gross hand-saw files, from 3 to 5-inch.....	6 gross pic-saw files, 5½-inch.....	5 gross bastard flat files, 14-inch.....	6.....do.....12-inch.....	3.....do.....11-inch.....	3.....do.....10-inch.....	2.....do.....8-inch.....	5 gross half-round files, 14-inch.....	5.....do.....12-inch.....	4.....do.....10-inch.....	2.....do.....8-inch.....	4 gross round files, 14-inch.....	3.....do.....12-inch.....	3.....do.....10-inch.....	2.....do.....8-inch.....	2.....do.....6-inch.....	4 gross square files, 14-inch.....	3.....do.....12-inch.....	3.....do.....10-inch.....	2.....do.....8-inch.....	2.....do.....6-inch.....	4 gross 3-square taper files, 12-inch.....	4.....do.....10-inch.....	1.....do.....8-inch.....	1.....do.....6-inch.....	2.....do.....5-inch.....	4.....do.....4½-inch.....	4 gross 4-square taper files, 4-inch.....	4 gross 3-square taper files, 3-inch.....	2 gross flat float files, 12-inch.....	6 gross flat float files, 8-inch.....	1 gross mill-saw files, 8-inch.....	1 gross mill-saw files, 14-inch.....	4 gross second-cut flat files, 14-inch.....	4 gross second-cut flat files, 12-inch.....	4 gross second-cut safe-edge files, 12-inch.....	4 gross second-cut equaling files, 12-inch.....	4 gross second-cut equaling files, 10-inch.....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1856. Nov. 10	1857. June 30	A. Q. Wendell—Continued.	1 gross flat smooth files, 12-inch..... 1 gross flat smooth files, 10-inch..... 1 gross superfine smooth files, 12-inch..... 1 gross half-round files, 10-inch..... 1 gross half-round files, 8-inch..... 4,000 pounds dry white lead..... 200 pounds litharge..... 150 pounds red lead..... 600 pounds Paris whiting..... 300 pounds French yellow..... 300 gallons linseed oil..... 79 gallons spirits turpentine..... 100 lights, first quality Radford glass, 8 by 10..... 100..do.....do.....do.....10 by 14..... 80..do.....do.....do.....9 by 11..... 700..do.....do.....do.....11 by 16..... 20 dozen augers, from $\frac{3}{4}$ to 1 $\frac{1}{2}$ -inch, assorted..... 3,000 pounds oakum..... 200 gallons winter-strained sperm oil..... 200 gallons fish oil..... 15 barrels pitch..... 5 barrels turpentine..... 2 barrels whale oil..... 12 dozen corn brooms..... 12 dozen birch brooms..... 6 dozen 111110. K first quality paint brushes..... 4 dozen 0000 first quality paint brushes..... 4 dozen 0000.....do.....do..... 4 dozen Nos. 5 and 6 each tools..... 4 dozen paint dusters.....	48 60 per gross. -- 30 00 do 50 00 do 49 00 do 24 00 do 8 per pound. 8 do 5 do 14 do 2 do 1 10 per gal. 47 do 34 per light. 11 do 4 do 144 do 9 25 per dozen. 9 per pound. 2 00 per gallon. 68 do 2 75 per barrel. 5 00 do 28 00 do 2 50 per dozen. 50 do 12 50 do 9 00 do 8 00 do 1 00 do 4 00 do	Portsmouth, N. H.
Nov. 18	June 30	Raynes & Neil.....			

Nov. 10	June 30	A. Q. Wendell.....	4 dozen whitewash brushes.....	11 00	do
			12 cross-cut saws, 5 to 6 feet.....	3 50	each
			12 hand saws for sawing copper.....	1 25	do
			400 pounds white chalk.....	$\frac{1}{2}$	per pound.
			6 iron mortice locks.....	49	each.
			2 iron store locks.....	78	do
			5 iron store door latches.....	30	do
			4 dozen brass sash fastenings.....	2 00	per dozen.
			36 pounds sash cord.....	28	per pound.
			6 pairs 4 by 4-inch iron butt hinges.....	10	per pair.
			3 gross iron screws, 1 $\frac{1}{2}$ -inch, No. 15.....	64	per gross.
			2 gross iron screws, 2-inch, No. 18.....	75	do
			8 gross iron screws, 1-inch, No. 12.....	30	do
			15 dozen iron window pulleys, 2-inch.....	72	per dozen.
			6 reams ruled foolscap paper.....	4 50	per ream.
			4 reams ruled letter paper.....	4 00	do
			1 ream envelope paper.....	4 50	do
			5 gross best steel pens.....	75	per gross.
			5 gross Hert's patent steel pens.....	75	do
			1 gross Faber's lead pencils.....	5 50	do
			3 gallons black ink, in bottles.....	1 50	per gallon.
			1 pint red ink, in bottles.....	50	per pint.
			$\frac{1}{2}$ gallon black sand.....	80	per gallon.
			$\frac{1}{2}$ pound red wafers.....	1 00	per pound.
			1 pound red sealing wax.....	1 00	do
			2 dozen pieces India rubber.....	75	per dozen.
			.....do..... red tape.....	75	do
			.....do..... taste.....	2 00	do
			9 dozen memorandum books.....	3 00	do
			1 dozen pen-holders.....	1 00	do
			4 dozen inkstands.....	9 00	do
			4 dozen sand boxes.....	2 00	do
			4 dozen penknives.....	18 00	do
			100 goose quills.....	1 50	per 100.
			12 sheets tracing paper.....	50	per sheet.
			12 sheets double elephant drawing paper.....	25	do
			50 yards tracing cloth.....	50	per yard.
			600 document envelopes.....	1 50	per 100.
			300 letter envelopes.....	75	do
Nov. 8	June 8	Stodder & Loring.....			

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856.	1857.				
Nov. 5	June 30	J. M. Mathes	20 cords hard wood, half hickory, half maple	\$8 00 per cord....	Portsmouth, N. H.
Nov. 7	June 30	John Rice	65 tons (2,000 pounds) hay for oxen.....	15 00 per ton.....	
Nov. 3	June 30	C. Robinson, jr.	30,000 pounds Indian corn meal.....	2 22 100 pounds.	
Nov. 18	June 30	Raynes and Neil.....	1,000 bushels hard wood charcoal.....	24 per bushel.	
Nov. 10	June 30	Ira Hazleton.....	4,000 pounds iron castings, per pattern.....	23½ per pound	Boston.
Nov. 4	.....	Horton, Hall & Co	1,000,000 first quality hard-burnt bricks.....	7 20 per M.....	
			6,000 No. 1 Amboy fire bricks.....	42 50 do	
			700 cubic yards rough granite, in blocks 3 to 6 feet long, 2 feet wide, 1 foot 6 inches rise	3 00 per cub. yd.	
Nov. 8	May	J. F. Gilman.....	350 pile caps, 3 feet by 4 feet, 1 foot 3 inches rise.....	2 50 each.	
			100 pile caps, 3 feet by 8 feet, 1 foot 6 inches rise.....	7 20 do	
			Hammered and dimension granite—		
			1,000 cubic feet granite, in blocks not exceeding 25 feet each.....	34 per cub. ft.	
			1,500 cubic feet granite, in blocks containing 25, and not exceeding 50 feet each.....	34 do	
			2,000 cubic feet granite, in blocks containing 50, and not exceeding 100 feet each.....	40 do	
			900 cubic yards granite 1 foot 6 inches rise, 7 feet long, 2 feet 6 inches wide.....	3 00 per cub. yd.	
			3,000 cubic feet granite, in blocks containing upwards of 100 feet each	70 per cub. ft.	
			8,000 superficial feet rough hammering, sample	25 per sup. ft.	
			5,000 superficial feet fine hammering, sample	45 do	
			1,000 superficial yards square paving blocks, not less than 1 foot deep, and of uniform width.....	1 50 per sup. yd.	
			100 tons paving stone.....	2 00 per ton.	
			50 tons hard slate-stone plinths	1 00 per ton.	
			300 superficial feet mica or North River flagging, in slabs not less than 4 feet by 6 feet	37 per sup. ft.	

Nov. 8	Jan. 8	William Lang	63 pieces, 65 feet long, 11 by 15 inches	29 50	per M.
			198 pieces, 26 feet 6 in. long, 10 by 14 in.		
			63 pieces, 23 feet long, 10 by 16 inches ..	126	386 feet
			126 pieces, 12 feet 6 in. long, 8 by 8 in.		board measure.
			6 pieces, 24 feet long, 11 by 15 inches ..		
			8 pieces, 14 feet long, 10 by 14 inches ..		
			2,000 feet, board measure, 1-inch boards	26 00	do
			5,000 feet, board measure, 2, 3, 4, and 6 inches thick, not less than 30 feet in length.....	26 00	do
			300 oak piles, not less than 35 feet long and 16 inches diameter at butt end	8 90	each.
			500 cubic feet pasture white oak butts, 15 to 30 feet long, not less than 18 inches diameter at top	49	per cub. ft.
			3 cords hickory butts, 6 to 12 feet long, 8 to 12 inches diameter, free from knots.....	25 00	per cord.
			100 cubic feet rock maple timber, 18 inches diameter, from 15 to 25 feet long	40	per cub. ft.
			250 cubic feet white ash butts, 15 to 30 feet long, and not less than 15 inches diameter.....	40	do
			1,000 feet, board measure, cherry boards and plank	40 00	per M feet.
			500 feet, board measure, mahogany boards and planks, 12 to 20 inches wide, $\frac{3}{4}$ inch to 3 inches thick	180 00	do
			1,000 feet, board measure, black walnut boards and plank, 12 to 20 inches wide, $\frac{1}{4}$ inch to 3 inches thick	60 00	do
			White pine—		
			4,000 lineal feet ranging timber, 14 by 14 inches square, 65,333 feet, board measure.....	18 00	do
			300,000 feet, board measure, 10-inch plank, in lengths of 20 feet	15 00	do
			10,000 feet, board measure, No. 3 seasoned boards	25 00	do
			4,000 feet, board measure, No. 2.....do.....	40 00	do
			10,000 feet, board measure, No. 2 seasoned plank, 2, 3, and 4-inch.....	40 00	do
			10,000 best shaved shingles.....	6 00	per M.
			5,000 feet, board measurement, No. 1 boards, (spruce).....	13 00	do
			10,000 feet, board measurement, No. 1 plank, 2 and 3 inches thick, (spruce).....	13 00	do
			6,000 feet, board measurement, No. 1 joist, dimension as required, (spruce).....	13 00	do



LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 13	1857. May 13	G. W. Lawrence—Contin'd.	200 black spruce shores, 20 to 30 feet long, 6 to 7 inches diameter in the middle	\$1 00 each.....	Boston.
			12 black spruce shores, 42 feet long, 8 inches diameter in the middle	1 30 do	
			100 black spruce poles, 3 inches diameter in the middle	35 do	
			200 spruce piles, averaging 30 feet in length, and not less than 10 inches in diameter in the middle	2 29 do	
			5,000 best spruce laths	1 75 per M.	
			600 casks first quality tone lime	90 per cask.	
			40 bushels long hair	25 per bushel.	
			10 tons pipe clay	4 00 per ton.	
			150 casks hydraulic cement	1 35 per cask.	
			1,000 tons paving gravel	48 per ton.	
			10 tons moulding sand	2 00 do	
			200 tons building sand	75 do	
			8,000 pounds American iron, round and square, from $\frac{1}{4}$ to 3 inches, as required	4½ per pound.	
			4,000 pounds American iron, flat, from 1 to 6 inches wide, $\frac{1}{4}$ to 1½ inch thick	4½ do	
			1,000 pounds Russia sheet iron	2 do	
			800 pounds English sheet iron	2 do	
			500 pounds Russia horse nail rods	8 do	
			500 pounds Russia spike rods	2 do	
			300 pounds wrought spikes	6 do	
			400 pounds cut spikes	2 do	
			500 pounds wrought slate nails	2 do	
			2,500 pounds cut nails, 4-penny to 40-penny	5 do	
			800 pounds wrought nails, 6-penny to 20-penny	3 do	
			20 pounds fine clout nails	20 do	
			300 pounds iron wire, Nos. 5 to 21	2 do	

400 pounds cut finishing nails.....	2	do
2,000 pounds best cast steel.....	19	do
300 pounds English blistered steel.....	2	do
300 pounds German steel.....	2	do
200 pounds steel wire.....	5	do
1 gross 3-inch saw files.....	18 00	per gross.
1 gross 4-inch.....do.....	18 00	do
1 gross 5-inch.....do.....	24 00	do
1 gross 6-inch.....do.....	24 00	do
1 gross 7-inch.....do.....	31 50	do
1 gross 8-inch.....do.....	13 50	do
1 gross 9-inch.....do.....	13 50	do
1 gross 12-inch fine saw files.....	27 00	do
1 gross 5½-inch pit.....do.....	2 13	per dozen.
4 dozen 16-inch flat bastard files.....	6 00	do
4 dozen 14-inch.....do.....	6 00	do
4 dozen 12-inch.....do.....	3 00	do
4 dozen 10-inch.....do.....	2 00	do
4 dozen 8-inch.....do.....	2 00	do
4 dozen 6-inch.....do.....	1 38	do
3 dozen 16-inch square.....do.....	2 13	do
3 dozen 14-inch.....do.....	2 13	do
3 dozen 12-inch.....do.....	6 00	do
3 dozen 10-inch.....do.....	3 00	do
3 dozen 16-inch half-round.....do.....	3 50	do
3 dozen 14-inch.....do.....	7 50	do
3 dozen 12-inch.....do.....	6 00	do
3 dozen 10-inch.....do.....	2 13	do
3 dozen 8-inch.....do.....	1 12	do
3 dozen 16-inch fine-cut flat files.....	2 13	do
3 dozen 14-inch.....do.....	2 13	do
3 dozen 12-inch.....do.....	6 00	do
3 dozen 10-inch.....do.....	3 44	do
3 dozen 8-inch.....do.....	1 38	do
3 dozen 6-inch.....do.....	1 44	do
3 dozen 4-inch.....do.....	1 00	do
3 dozen 16-inch fine half-round files.....	2 75	do
3 dozen 14-inch.....do.....	2 50	do
3 dozen 12-inch.....do.....	6 00	do
3 dozen 10-inch.....do.....	4 68	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1866. Nov. 4	1867. June 30	Horton, Hall & Co.—Cont'd.	3 dozen 8-inch fine half-round files..... 3 dozen 12-inch superfine flat files..... 3 dozen 10-inch.....do..... 3 dozen 6-inch.....do..... 3 dozen 4-inch.....do..... 3 dozen 12-inch superfine half-round files..... 3 dozen 12-inch.....do..... 3 dozen 6-inch.....do..... 3 dozen 4-inch.....do..... 3 dozen 7-inch ward files..... 2 dozen 5-inch.....do..... 2 dozen 4-inch.....do..... 3 dozen 12-inch mill-saw files..... 3 dozen 12-inch safe-edged smooth files..... 3 dozen 10-inch.....do..... 3 dozen 8-inch.....do..... 2 dozen 12-inch equaling files..... 2 dozen 10-inch.....do..... 3 dozen 14-inch round bastard cut files..... 3 dozen 12-inch.....do..... 2 dozen 12-inch rat-tail files..... 2 dozen 12-inch cabinet files..... 2 dozen 12-inch cabinet rasps..... 2 dozen 14-inch shooting rasps..... 3 dozen 12-inch knife files..... 4 dozen 8-inch.....do..... 3 dozen 6-inch.....do..... 3,000 pounds pure dry white lead..... 3,000 pounds pure dry white lead, ground..... 1,000 pounds zinc white paint.....	\$3 63 per dozen.... 12 00 do 9 00 do 1 00 do 1 00 do 2 25 do 2 00 do 1 00 do 1 00 do 1 00 do 2 00 do 6 00 do 3 00 do 2 00 do 1 00 do 4 75 do 2 13 do 3 50 do 2 50 do 6 00 do 8 00 do 9 00 do 2 25 do 2 00 do 1 50 do 1 00 do 6 per pound. 9 do 10 do	Boston.

300 pounds dry lead, (red)	6	do
200 pounds litharge	4	do
80 pounds Paris green	25	do
1,500 pounds Paris white	2	do
35 pounds Wood's chrome green	25	do
50 pounds gum shellac	19	do
10 pounds chrome yellow	10	do
25 pounds ground pumice stone	8	do
25 pounds crude	8	do
25 pounds rotten stone	8	do
25 pounds sal ammoniac	12	do
25 pounds Turkey amber	12	do
25 pounds blue black	5	do
500 French yellow ochre	4	do
150 pounds extra No. 1 soap	3	do
400 gallons English linseed oil	1 00	per gallon.
800 gallons best winter-strained sperm oil	1 50	do
200 gallons whale oil	80	do
40 gallons neats' foot oil	1 10	do
100 gallons pure spirits of turpentine	45	do
30 gallons coach varnish	3	do
2 dozen Shirley's furniture polish	4 00	per dozen.
10 gallons copal varnish	1 50	per gallon.
50 lights, 16 by 20, double thick glass	14	per light.
50 lights, 14 by 24	44	do
100 lights, 14 by 18	15	do
50 lights, 14 by 16	15	do
700 lights, 12 by 16	15	do
1,500 lights, 12 by 14	15	do
300 lights, 11 by 14	15	do
100 lights, 10 by 14	15	do
100 lights, 10 by 12	15	do
100 lights, 9 by 12	15	do
150 lights, 8 by 10	6	do
150 lights, 8 by 10	6	do
8 dozen paint brushes (Hill)	15 00	per dozen.
8 dozen sash tool brushes, No. 6	1 75	do
4 dozen flat paint brushes, No. 10	2 00	do
3 dozen varnish brushes	6 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 4	1857. June 30	Horton, Hall & Co.—Cont'd	4 dozen fitch brushes..... 4 dozen painters' dusting brushes..... 3 dozen dusting brushes..... 2 dozen size brushes..... 2 dozen blind brushes..... 1 gross camel's hair brushes..... 4 dozen whitewash brushes..... 2 dozen whitewash brushes, extra..... 6 horse brushes..... 2 dozen hand whitewash brushes..... 1 dozen machinery brushes..... 3 dozen bench and hand brushes..... 24 sheets pasteboard..... 6 sheets parchment..... 3 measuring tapes, 100 feet each..... 4 measuring tapes, 50 feet each..... 25 dozen corn brooms..... 20 dozen hickory or birch brooms..... 500 pounds white chalk..... 6 grindstones, (2,000 pounds each)..... 30 gallons alcohol, 90 per cent..... 200 pounds China glue..... 100 pounds Russia glue..... 50 pounds fish glue..... 20 sides belt leather, estimated at 400 pounds..... 10 sides sole leather, estimated at 200 pounds..... 10 sides pump leather, estimated at 200 pounds..... 5 sides lace leather, estimated at 50 pounds..... 36 dozen black lead pots, 11,000 numbers..... 200 yards bunting, red, white, and blue.....	\$1 50 per dozen. 6 00 do 1 50 do 1 00 do 1 00 do 1 50 per gross. 5 00 per dozen. 25 00 do 75 each. 1 00 per dozen 10 00 do 1 50 do 2 each. 2 do 4 00 do 50 do 3 50 per dozen. 2 00 do 0½ per pound. 2½ do 1 00 per gallon. 25 per pound. 2 do 10 do 50 do 10 do 10 do 50 do 4 per No. 5 per yard.	Boston.

300 feet oak tanned leather belting, 8 inches wide.....	60 per foot.
200 feet oak tanned leather belting, 6 inches wide.....	24 do
20 two-bushel baskets.....	1 00 each.
10 four-bushel baskets.....	50 do
10 pounds beeswax.....	45 per pound.
1 dozen cattle cards.....	1 50 per dozen.
1 dozen currycombs.....	3 50 do
12 chalk lines.....	2 each.
20 pounds brick lime.....	50 per pound.
1,000 chisel rods.....	0½ each.
3 dozen hammer handles.....	3 00 per dozen.
6 dozen pick axe handles.....	3 50 do
20 yards hair cloth.....	15 per yard.
60 pounds potash.....	15 per pound.
100 pounds soda ash.....	2 do
5.....do... sewing thread.....	25 do
5.....do... shoe thread.....	15 do
25.....do... seine twine.....	12 do
12 gross wick for solar lamps.....	15 per gross.
6 dozen lamp chimneys for solar lamps.....	2 00 per dozen.
10 pounds lamp wick yarn.....	11 per pound.
4 barrels distilled lees.....	1 50 per barrel.
2 barrels sour flour.....	1 50 do
60 gallons sour molasses.....	10 per gallon.
1 barrel rye meal.....	10 00
250 pounds tallow.....	15 per pound.
4 gross matches.....	1 00 per gross.
25 pounds starch.....	8 per pound.
50 pounds castile soap.....	2 do
50 pounds whale oil soap.....	2 do
4 pairs hand bellows.....	3 00 per pair.
4 carboys nitric acid, (500 pounds).....	2 per pound.
4 carboys muriatic acid, (500 pounds).....	3 do
2 sets truss hoops.....	1 00 per set.
20 pounds cotton batting.....	2 per pound.
20 pounds sulphur.....	2 do
1,000 pounds oakum.....	2 do
5 barrels tar.....	1 25 per barrel.
5 barrels pitch.....	1 00 do

LIST OF CONTRACTS—Continued.

Data.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1886. Nov. 4	1887. June 30	Horton, Hall & Co.—Cont'd.	100 pounds sperm candles..... 2 pounds isinglass..... 100 pounds borax..... 6 anvils, (estimated weight, 1,050 pounds)..... 3 broad axes..... 6 wood axes..... 6 half wood axes..... 12 crowbars..... 12 steel pointed pickaxes..... 10 dozen screw augers..... 25 dozen patent ship augers..... 3 dozen treenail augers..... 3 dozen auger centre bits..... 4 dozen plug bits, $\frac{3}{4}$ to 1 $\frac{1}{4}$ inch..... 6 iron bit stocks..... 2 braces and bits..... 1 dozen turning chisels, assorted..... 1.....do.....gouges.....do..... 1 set firmer chisels, $\frac{1}{2}$ to 2 inches..... 1 dozen firmer gouges, assorted..... 1 dozen socket gouges, assorted..... 1.....do.....chisels.....do..... 2 steel tongued bevils..... 6 steel hoes..... 50,000 iron brads..... 4 dozen blank door keys..... 12 hammers..... 2 dozen coppering hammers..... 12 hatchets..... 50 gross iron screws, $\frac{1}{4}$ to 3 inches.....	\$0 10 per pound. 10 do 35 do 6 do 1 00 each. 50 do 25 do 1 75 do 2 00 do 10 00 per dozen. 1 00 do 12 00 do 7 50 do 1 00 do 25 each. 1 00 do 5 00 per dozen. 5 00 do 5 00 per set. 5 00 per dozen. 10 00 do 10 00 do 50 each. 1 00 do 15 per M. 2 00 per dozen. 12 each. 1 00 per dozen. 1 25 each. 1 00 per gross.	Boston.

25 gross brass screws, $\frac{1}{4}$ to 3 inches	60	do
2,400 pounds sheet lead	9	per pound.
1,000 pounds lead pipe	9	do
12 iron rakes	26	each.
24 iron tumbler padlocks	26	do
12 brass	26	do
2 mortice door locks, mineral knobs	1	50 do
2 10-inch dead locks	26	do
24 chest locks	10	do
24 drawer locks	10	do
4 circular knives, for cutting hide	3	50 do
6 putty knives	10	do
1 glaziers' diamond	3	00 do
6 cross cut saws	5	00 do
4 frame saws	50	do
12 cast steel saws, for copper and iron	2	50 do
3 mill saws, per sample	9	00 do
1 circular saw, 34-inch	6	00 do
1	16	00 do
1	6	00 do
1	3	00 do
1	2	00 do
24 web saws	10	do
2 tenon saws	10	do
1 dovetail saw	10	do
4 reams sand paper	4	00 per ream.
3 dozen hack saws	6	00 per dozen.
6 brass shovels	2	50 each.
6 pliers	10	do
6 cut nippers	10	do
6 hand vices	10	do
6 bench vices	10	do
2 pairs tinners' shears	5	00 per pair.
50 pounds emery	10	per pound.
25,000 copper tacks	60	per M.
25,000 iron tacks	15	do
25 pounds horse rivets	10	per pound.
10,000 copper rivets	60	per M.
10,000 tinued rivets	10	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 4	1857. June 30	Horton, Hall & Co.—Cont'd.	150 pounds Babbitt's metal 6 boxes XX tin plate 300 pounds Banca tin 300 pounds pig zinc 300 pounds sheet zinc 24 hand saws 6 spoke shaves 2 dozen pod augers 4 spirit levels, 2 feet 6 inches long 3 level glasses 6 steel squares 3 trying squares 2 reams emery paper 12 iron latches 2 pairs pincers 1 thermometer 24 sail knives, to pattern 1,000 sail needles 3 saw sets 3 screwdrivers 12 spades 24 cast steel shovels 24 do. coal shovels 3 hay rakes 4 scythes 2 dozen nail gimlets 3 jack planes 3 beek irons 6 dozen cast iron butt hinges 6 dozen brass .....do	\$0 10 per pound. 12 00 per box. 37 per pound. 8 do 10 do 25 each. 10 do 1 00 per dozen. 3 00 each. 10 do 1 00 do 10 do 1 00 per ream. 50 each. 10 do 1 00 do 10 do 0 ¹ / ₂ do 75 do 10 do 17 do 1 25 do 25 do 10 do 1 25 do 75 per dozen. 25 each. 1 00 do 3 00 per dozen. 50 do	Boston.

6 dozen 2-inch steel axle pulleys	2 00	do
6 wood saws, framed.....	25	each.
3 2-foot rules.....	25	do
2 pairs smiths' callipers.....	25	do
6 dozen cast steel scrapers.....	4 00	per dozen.
2 dozen window fasts	6 00	do
4 belt punches.....	50	each.
1 pair lamp shears	25	do
2 dozen oat hooks	10	per dozen.
6 cupboard catches.....	6	do
4 cesspools	50	do
1 chain vice	15 00	do
20 reams foolscap paper, ruled.....	4 50	per ream.
20 reams letter paper, ruled.....	4 00	do
3 reams envelope paper.....	1 50	do
2 reams blotting paper.....	1 25	do
2 reams log paper	2 00	do
2 reams note paper.....	2 50	do
25 sheets double elephant paper, (Whatman's).....	25	per sheet.
25 sheets double elephant tracing paper	38	do
25 sheets single elephant, (Turkey mills)	12	do
20 sheets imperial drawing paper	40	do
1 ream paper for roll covers.....	1 25	per ream
1 ream folio post for pursers	5 50	do
24 penknives	1 00	each.
6 erasers	38	do
10 paper folders	6	do
10 sand boxes	2	do
3 pounce boxes.....	6	do
25 gross steel pens, as selected	90	per gross.
20 cards steel pens, as selected	10	per card.
50 penholders	2	each.
2,000 best opaque quills.....	1 00	per M.
20 dozen Faber's pencils	67	per dozen.
1 ream wrapping paper	1 25	per ream.
12 pieces English pencil rubber.....	12	each.
12 pieces India rubber.....	2	do
75 small memorandum books.....	5	do
3 American Almanacs, 1857	1 00	do

Nov. 7 June 30 A E. Cutter.....

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 7	1857. June 30	A. E. Cutter—Continued...	3 Boston Almanacs, 1857 3 Boston Directories, 1857 3 Massachusetts Registers, 1857 4 log books, printed and ruled to pattern..... 4 patent inkstands..... 6 copying books, for naval storekeeper..... 6 copying books, for commandant 4 copying brushes..... 2 dozen pieces taste 2 dozen pieces red tape..... 20 yards tracing cloth..... 2 pounds twine..... 6 pounds sealing wax..... 50 papers black sand..... 2 pounds of wafers..... 8 bottles copying ink..... 24 bottles (pint) black ink..... 12 bottles (quart) Arnold's chemical writing fluid..... 12 bottles red ink..... 12 bottles carmine fluid..... 10 requisition books, to pattern..... 6 wafer boxes..... 6 wafer seals..... 6 letter files..... 36 memorandum books, for naval constructor..... 12 blank books, for entering bills..... 6 cakes India ink..... 2 cakes carmine..... 4 pounds refined gum arabic..... 3 dozen mould loft pencils.....	\$0 25 each. 25 do 1 25 do 6 00 do 1 00 do 3 00 do 1 00 do 12 do 2 00 per dozen. 38 do 50 per yard. 12 per pound. 25 do 4 each. 20 per pound. 75 each. 37 do 87 do 10 do 25 do 1 25 do 6 do 8 do 1 12 do 40 do 75 do 10 do 1 25 do 75 per pound. 75 per dozen.	Boston.

New York.

Nov. 7	June 30	Philander Ames.	4 quires shippers' manifests	38 per quire.
			1 ream pay rolls, (super royals) to pattern	30 00 per ream
			1 ream muster rolls, to pattern	2 25 do
			4 reams half monthly pay rolls, to pattern	1 25 do
			1 ream blank labor reports, to pattern	2 00 do
			1 ream requisitions, for workmen, to pattern	2 25 do
			1 ream master mechanics' reports, to pattern	1 75 do
			1 ream clerk of checks reports, to pattern	1 50 do
			1 ream inspectors' certificates, to pattern	1 25 do
			1 ream bills of lading	1 38 do
			1 ream invoices	1 25 do
			1 ream vouchers	1 62 do
			1 ream receipts	1 50 do
			5 reams ill	6 00 do
			5,000 large envelopes	1 each.
			5,000 small envelopes	4 do
			2 6-quire blank books for semi-monthly reports	1 25 do
			1 6-quire blank time book	2 25 do
			2 2-quire account books	1 00 do
			2 3-quire account books	1 10 do
			2 4-quire account books	2 00 do
			2 6-quire account books	2 50 do
			2 time books for master mechanics	1 00 do
			70 tons (2,000 pounds) herds grass or timothy hay	23 00 per ton.
			1 ton straw	15 00 do
			75 bushels northern oats	63 per bushel.
			600 bushels yellow meal	94 do
			150 bushels cracked corn	93 do
			100 bushels shorts	45 do
			1,500 bushels charcoal	18 do
			100 pounds gum elastic packing	50 per pound.
			10,000 pounds iron castings, like pattern	34 do
			200,000 face bricks	6 10 per M
			500,000 hard burnt bricks	3 89 do
			1,500 lineal feet granite cut water table, to be not less than 4 feet long, 12 inches depth in face, and 18 inches broad on bed	1 46 lineal foot.
			168 cut granite window sills, 4 feet 6 inches by 10 inches by 6 inches	2 90 each.
Nov. 7	June 30	Philander Ames.		
Nov. 7	June 30	N. Tufsa, Jr.		
Nov. 4	June 30	Horton, Hall & Co.		
Nov. 11	June 30	N. V. Houseman		

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 11	1857. June 30	N. V. Houseman—Continued	8 cut granite window sills, per pattern..... 14 cut granite window sills, per pattern..... 136 cut granite corner blocks, 18 inches by 12 inches by 10½ inches..... 86 cut granite hook blocks, 2 feet by 12 inches by 8 inches. 2 cut granite chimney caps, bare 4 feet by 2 feet by 2 feet 6 inches..... 20 cubic yards dimension granite, to be of the most durable description, entirely free from stain, sap, or seam, not less than 4 feet long and 20 inches bed; courses from 14 to 18 inches..... 4,000 cubic yards of dock stone, to be not more than 2 feet in any direction..... 4,200 cubic yards dimension granite..... 3,448 cubic yards broken granite..... 50,000 cubic yards mountain rubble stone..... 1,000 cubic yards building stone, to be of the most durable and best quality, quarried out in regular beds; to be 10 to 15 inches face, 4 to 9 inches deep, and 10 to 15 inches bed..... 6,930 cubic feet foundation stone, to be of the most durable and best quality, 4½ feet long, not less than 2 feet wide, and 9 to 12 inches thick..... 20,000 square feet flagging, to be 4 inches thick, 3 and 4 feet wide in equal proportions, and in lengths not less than 2½ feet, clear of holes and out of wind, smooth surface, and suitable for floors of buildings..... 4,000 square feet of flagging of best North river stone, not less than 48 inches in width, 20 inches in length, and 3 inches thick, pointed square on every side.....	\$2 96 each. 2 98 do 2 84½ do 2 76 do 10 00 do 9 50 cubic yard. 20 do 9 40 do 1 00 do 67 do 2 50 do 11 per foot. 14 square foot. 4 do	New York.

Nov. 10	Feb. 10	D. Rialley & Co.....	100,500 feet, board measure, yellow pine capping.....	25 00 per M. feet.
Nov. 6	Jan. 6	F. A. Southmayd.....	6,570 feet.....do.....do.....sills.....	25 00 do
Nov. 10	May 10	S. P. Brown.....	100 rough white-heart hickory bars, to be 5½ feet long and to square 3 inches at the butt.....	49 each.
			106,000 feet, board measure, white pine dimension timber.....	20 00 per M. feet.
			62,000 feet, board measure, white pine 3-inch floor plank.....	17 00 do
			50,000 feet, board measure, white pine, clear 1 to 2 inch.....	34 00 do
			125,000 feet, board measure, white pine, mill worked 1¼ to 1½ inch.....	20 00 do
			8,000 feet, board measure, white pine merchantable boards.....	17 00 do
			20,000 feet, board measure, white pine clear plank.....	34 00 do
			17,000 feet, board measure, scaffolding plank.....	15 00 do
			250,000 feet, board measure, sheet piles, 5 inches.....	17 00 do
			1,000 hemlock joists, 3 by 4 inches, by 16 feet.....	16 each.
			1,000 hemlock boards.....	16 do
			64 scaffolding poles, 30 feet long 8 inch butt.....	1 25 do
			25,000 laths, masons'.....	2 00 per M.
			4,976 eastern black spruce piles, 30 to 35 feet long, not less than 12 inches at the butt and 8 inches at the small end.....	2 11 each.
Nov. 10	June 30	John Murphy.....	150 barrels best quality lime, for whitewashing.....	1 25 per barrel.
			50 barrels best quality finishing lime.....	1 37 do
			50 barrels plaster of paris.....	1 50 do
			100 bushels plasterers' hair.....	20 per bushel.
			1,000 barrels of lime, equal to the best Thomaston, (300 pounds to the barrel).....	92 per barrel.
Nov. 3	June 30	Lawrence Cement Co.....	6,156 barrels Rosendale cement, ground from hydraulic limestone, (300 pounds to the barrel).....	1 04 do
Nov. 7	June 30	D. R. Fraser.....	2,000 cubic yards building sand.....	30 cubic yard.
			1,000 cubic yards screened gravel.....	18 do
			250,000 cubic yards gravel filling.....	17½ do
Nov. 8	June 30	R. Archer & Co.....	27,000 pounds best American round iron, from ¼ to 4 inches. 23,000 pounds best American flat iron, from ¼ to ½ inch thick, and 1 to 7 inches wide.....	34 per pound.
			6,000 pounds best American square iron, from ¼ to 2 inches.....	34 do
			1,400 pounds charcoal sheet iron, No. 24 wire gauge.....	34 do
			1 bundle Russia sheet iron, No. 12—say 200 pounds.....	6 do
			5,000 pounds iron cut spikes.....	14 do
			9,000 pounds iron cut nails, 4-penny to 40-penny.....	3½ do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1866. Nov. 8	1867. June 30	E. Archer & Co.—Cont'd..	500 pounds iron brad head nails, 6 penny to 12-penny..... 100 pounds iron finishing nails..... 1,000 pounds iron lath nails..... 500 pounds iron slating nails..... 5,000 pounds iron wrought nails, 2-penny to 40-penny..... 100 pounds iron horse shoe nails..... 80 pounds iron ox shoe nails..... 5,500 pounds best cast steel, assorted..... 700 pounds German steel..... 1,100 pounds blister steel, (L)..... 10 dozen 1 ¹ / ₂ -inch flat bastard files..... 36 dozen 14-inch.....do..... 42 dozen 13-inch.....do..... 50 dozen 12-inch.....do..... 35 dozen 10-inch.....do..... 14 dozen 8-inch.....do..... 10 dozen 18-inch half-round bastard files..... 36 dozen 14-inch.....do..... 42 dozen 13-inch.....do..... 32 dozen 12-inch.....do..... 29 dozen 10-inch.....do..... 18 dozen 8-inch.....do..... 10 dozen 18-inch flat smooth files..... 11 dozen 14-inch.....do..... 2 dozen 13-inch.....do..... 10 dozen 12-inch.....do..... 10 dozen 10-inch.....do..... 6 dozen 8-inch.....do..... 10 dozen 18-inch half round smooth files..... 11 dozen 14-inch.....do.....	\$0 03 ⁷ / ₁₆ per pound. 3 ⁷ / ₁₆ do 3 ⁷ / ₁₆ do 3 ⁷ / ₁₆ do 8 do 25 do 25 do 15 do 7 do 8 do 8 00 per dozen. 4 50 do 4 57 ¹ / ₄ do 4 13 do 3 00 do 2 00 do 10 00 do 5 00 do 5 25 do 4 75 do 3 12 ¹ / ₄ do 2 12 ¹ / ₄ do 12 00 do 6 50 do 6 50 do 5 50 do 4 00 do 2 50 do 12 00 do 6 50 do	New York.
Nov. 10	June 30	W. V. Lidgerwood.....			

2 dozen 13-inch.....do.....	6 50	do
11 dozen 12-inch.....do.....	6 00	do
11 dozen 10-inch.....do.....	4 00	do
6 dozen 8-inch.....do.....	2 50	do
1 dozen 5-inch.....do.....	2 00	do
10 dozen 18-inch mill saw files.....	8 00	do
34 dozen 14-inch.....do.....	6 00	do
32 dozen 12-inch.....do.....	4 25	do
34 dozen 10-inch.....do.....	3 00	do
34 dozen 8-inch.....do.....	2 00	do
12 dozen 7-inch.....do.....	1 75	do
5 dozen 14-inch safe edge smooth files.....	9 00	do
5 dozen 12-inch.....do.....	7 50	do
5 dozen 10-inch.....do.....	6 25	do
6 dozen 8-inch.....do.....	3 70	do
1 dozen 6-inch.....do.....	2 70	do
1 dozen 3-inch.....do.....	1 50	do
10 dozen 14-inch square files.....	5 00	do
12 dozen 12-inch.....do.....	4 00	do
10 dozen 10-inch.....do.....	3 25	do
13 dozen 8-inch.....do.....	2 38	do
1 dozen 5-inch.....do.....	1 50	do
1 dozen 3-inch.....do.....	1 50	do
2 dozen 14-inch three-square taper files.....	4 00	do
12 dozen 12-inch.....do.....	4 00	do
58 dozen 10-inch.....do.....	3 50	do
58 dozen 8-inch.....do.....	3 50	do
20 dozen 7-inch.....do.....	1 50	do
56 dozen 6 inch.....do.....	1 75	do
78 dozen 5-inch.....do.....	1 10	do
102 dozen 4-inch.....do.....	1 00	do
50 dozen 3-inch.....do.....	70	do
3 dozen 2 1/2-inch.....do.....	50	do
12 dozen 14-inch rat-tail files.....	5 00	do
2 dozen 13-inch.....do.....	4 50	do
12 dozen 12-inch.....do.....	4 50	do
11 dozen 10-inch.....do.....	3 50	do
10 dozen 8-inch.....do.....	2 50	do
8 dozen 6-inch.....do.....	1 75	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 10	1857. June 30	W. V. Lidgerwood—Continued.	1 dozen 5-inch rat-tail files..... 6 dozen 4-inch.....do..... 1 dozen 3-inch.....do..... 1 dozen 2½-inch.....do..... 1 dozen 12-inch dead smooth files..... 2 dozen 14-inch single cut files..... 2 dozen 14-inch cabinetmakers' wood files..... 1 dozen 12-inch.....do..... 1 dozen 10-inch.....do..... 1 dozen 8-inch.....do..... 2 dozen 14-inch.....do.....rasps..... 3 dozen 12-inch.....do.....do..... 1 dozen 10 inch.....do.....do..... 1 dozen 8-inch.....do.....do..... 1 dozen 14-inch coarse wood rasps..... 1 dozen 12-inch.....do.....do..... 1 dozen 10-inch.....do.....do..... 1 dozen 6-inch double cut ward files..... 4 dozen 5-inch.....do.....do..... 1 dozen 4-inch.....do.....do..... 4 dozen 3 inch.....do.....do..... 1 dozen 6-inch single cut ward files..... 1 dozen 5 inch.....do.....do..... 1 dozen 4-inch.....do.....do..... 1 dozen 3-inch.....do.....do..... 1 dozen 4-inch knife files..... 45 dozen 5½-inch cast steel pit saw files, 8 inch wide, and cut 5½ inches long..... 16,500 pounds French yellow ochre..... 4,500 pounds pure dry white lead.....	\$1 75 per dozen 1 50 do 1 50 do 1 50 do 5 25 do 5 75 do 7 50 do 5 25 do 3 70 do 2 70 do 7 50 do 5 25 do 3 70 do 2 70 do 7 50 do 5 25 do 3 70 do 2 38 do 1 87½ do 1 55 do 1 60 do 9 12½ do 1 75 do 1 75 do 1 50 do 1 50 do 1 75 do 8 do	New York.
Nov. 7	June 30	W. D. Kennedy.....			

3,500 pounds red lead.....	8	do
1,100 pounds whiting.....	3	do
150 pounds pure chrome green.....	6	do
250 pounds litharge.....	8	do
150 pounds lamp black.....	4	do
4,500 pounds pure white lead, in oil.....	9	do
200 pounds black paint.....	1	do
40 pounds gum shellac.....	1	do
300 pounds Paris green.....	1	do
200 pounds brown zinc paint, in oil.....	8	do
620 gallons wino or strained sperm oil.....	1 90	per gallon.
1,200 gallons pure linseed oil, raw.....	1 00	do
100 gallons pure linseed oil, boiled.....	1 00	do
300 gallons Mason's sperm oil, sample.....	1 40	do
300 gallons Kendell's sperm oil, sample.....	1 40	do
290 gallons neatfoot oil.....	1 00	do
500 gallons whale oil.....	40	do
30 gallons sweet oil.....	50	do
520 gallons spirits turpentine.....	50	do
60 gallons black Japan varnish.....	1 00	do
200 feet best American double thick glass, 19 by 20 inches.....	$\frac{1}{4}$	per foot.
3,000 ft. best American double thick glass, 10 by 15 inches.....	$\frac{1}{4}$	do
4,000 ft. best American double thick glass, 9 by 12 inches.....	$\frac{1}{4}$	do
5,800 ft. best American double thick glass, 8 by 12 to 14 by 20 inches.....	14	do
5,000 ft. best American double thick glass, 7 by 9 inches.....	4	do
55 gallons alcohol, 95 per cent.....	20	per gallon.
50 pounds muriatic acid.....	5	per pound.
100 pounds aquafortis.....	12	do
13 dozen whitewash brushes, oil boiled.....	10 00	per dozen.
12 long handled tar brushes.....	60	each.
12 short handled tar brushes, iron bound.....	50	do
48 hand dusting brushes.....	40	do
4 dozen scrubbing brushes.....	2 50	per dozen.
20 dozen 100000 paint brushes.....	14 00	do
2 dozen 00000 paint brushes.....	8 00	do
2 dozen 000 paint brushes.....	6 00	do
8 dozen No. 6 sash twine.....	2 50	do
7 dozen varnish brushes.....	8 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 7	1857. June 30	W. D. Kennedy—Continued	<p>4 dozen sable lettering pencils.....</p> <p>6 dozen paying tool brushes.....</p> <p>6 dozen French fitches.....</p> <p>1 dozen store brushes.....</p> <p>2 blending brushes.....</p> <p>6 pieces 18-inch blue burling.....</p> <p>12 pieces 18-inch red burling.....</p> <p>12 pieces 18-inch white burling.....</p> <p>1,400 fire bricks.....</p> <p>2,000 cylinder bricks, 10 to 18-inch.....</p> <p>60 pounds refined borax.....</p> <p>1 dozen spoils sewing cotton.....</p> <p>4 barrels fire clay.....</p> <p>240 pounds pure sperm candles.....</p> <p>6 chamotte silas.....</p> <p>10 pounds ground glass.....</p> <p>2 4-ton patent portable hydraulic jacks, to run out 24 inches.....</p> <p>2 10 ton patent portable hydraulic jacks, to run out 12 inches.....</p> <p>4 4-ton patent portable hydraulic jacks, to lift from the foot.....</p> <p>100 pounds best white oak pump leather.....</p> <p>2 dozen glue brushes.....</p> <p>2 dozen horse brushes.....</p> <p>7 dozen painters' dusting brushes.....</p> <p>1 side best harness leather.....</p> <p>100 yards muslin, (white).....</p> <p>2 dozen wool mops, for floors.....</p> <p>2 papers sewing needles, assorted.....</p> <p>50 pounds oil of vitriol.....</p> <p>100 pounds prussiate of potash.....</p> <p>50 yards Russia sheeting.....</p>	<p>\$0 12 per dozen.</p> <p>1 50 do</p> <p>1 00 do</p> <p>6 00 do</p> <p>1 50 each.</p> <p>1 00 do</p> <p>1 00 do</p> <p>1 50 do</p> <p>50 00 per M.</p> <p>10 00 do</p> <p>40 per pound.</p> <p>1 00 per dozen.</p> <p>3 00 per barrel.</p> <p>45 per pound.</p> <p>50 each.</p> <p>6 per pound.</p> <p>65 00 each.</p> <p>100 00 do</p> <p>60 00 do</p> <p>36 per pound.</p> <p>2 00 per dozen.</p> <p>4 00 do</p> <p>5 00 do</p> <p>8 00 per side.</p> <p>10 per yard.</p> <p>6 00 per dozen.</p> <p>20 per paper.</p> <p>5 per pound.</p> <p>30 do</p> <p>20 per yard.</p>	New York.

250 pounds light brown soap	9 per pound.
6 pounds rotten stone, in lumps	10 do
80 bushels mahogany saw dust	10 per bushel.
10 barrels best coal tar	3 00 per barrel.
4 pounds best linen thread, No. 35	1 25 per pound.
1,700 pounds beef tallow	12 do
360 pounds bleached tallow	19 do
6 yards linen ticking	20 per yard.
14 pounds lamp wick	20 per pound
20 pounds beeswax	35 do
93 cast steel wood axes, handled	1 10 each.
6.... do.... round	1 50 do
8.... do.... broad	1 25 do
1.... do.... cooper's do	2 00 do
1.... do.... cooper's adze, handled	2 00 do
24.... do.... carpenter's adzes	2 00 do
34 smith's anvils, not less than 350 pounds each	1 25 do
L'Honmmedieu's patent ship augers—	
71 dozen $\frac{1}{8}$ to $\frac{1}{4}$ inch, without screws, 6,483 eighths	4 per pound.
9 dozen $\frac{1}{8}$ to $\frac{1}{4}$ inch, with screws, 912 eighths	7 per eighth.
16 dozen screw augers, $\frac{1}{4}$ inch to 3 inch, 1,986 eighths	9 do
5 dozen pod augers, $\frac{1}{4}$ inch to 2 $\frac{1}{2}$ inch, 604 eighths	8 do
57 dozen corn brooms	9 do
22 dozen hickory brooms	2 25 per dozen.
12 dozen birch brooms	1 25 do
20 bath bricks	1 50 do
4 dozen auger bits, assorted	5 each.
4 dozen centre bits, assorted	3 00 per dozen.
2 dozen plug bits, assorted, $\frac{1}{2}$ to 1 $\frac{1}{2}$ inch	3 00 do
9 dozen long shank double spur auger bits, $\frac{1}{2}$ to $\frac{1}{4}$ inch	3 00 do
1 pump bit, for reaming, 3 $\frac{1}{2}$ inches	5 00 do
1.... do.... 4.... do	5 00 each.
1.... do.... 4 $\frac{1}{2}$ do	7 50 do
2 dozen cooper's dwelling bits	10 00 do
1 carpenter's wood brace, with bite, (48)	3 00 per dozen.
1 cooper's centre bit brace, with bite, (20)	6 00 each.
6 large iron braces, 13 inches long, 5 $\frac{1}{2}$ inches bow	6 00 do
100 chain bolts, 12 inches	2 50 do
109 square bolts, 19 inches	1 00 do
1 00 do	1 00 do

Nov. 11

June 30

John Wendell.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 11	1857. June 30	John Wendell—Continued..	75 barrels bolts, 8 inches..... 6 plumb bobs, steel pointed..... 2 cooper's bung borers..... 5 pounds chalk, best..... 500 pounds white chalk, best quality..... 6 dozen turning chisels, banded, 2½ to 2¾ inches, 720 eighths..... 5 dozen socket..... do ¾ to 4¼..... do..... 2 dozen firmer..... do ¾ to 2¼ inches, 96 eighths..... 12 reams emery cloth..... 330 pounds sash cord..... 6 cooper's compasses..... 4 cooper's crabs..... 1 26-inch calipers..... 2 14-inch..... do..... 2 10-inch..... do..... 2 dozen currycombs..... 2 dozen currying cards..... 1 set ¾ inch dies, letters and figures..... 1 set ¾ inch..... do..... do..... 1 set ¾-inch dies, alphabetical..... 1 set ¾-inch dies, numerical..... 2 10 inch dividers..... 4 12-inch dividers..... 2 14-inch dividers..... 1 glazier's diamond..... 50 pounds emery, No. 2..... 6 dozen brass sash fastenings..... 4 manure forks..... 4 hay forks..... 120 pounds Cooper's best white glue.....	\$0 50 each. 25 do 1 00 do 10 per pound. 3 do 8 per eighth. 8 do 10 do 8 25 per ream. 30 per pound. 50 each. 1 00 do 1 50 do 1 00 do 1 00 do 5 00 per dozen. 6 00 do 7 50 per set. 8 00 do 10 00 per set. 7 50 do 50 each. 40 do 60 do 7 00 do 10 per pound. 3 00 per dozen. 1 00 each. 75 do 25 per pound.	New York.

158 socket gouges handled, $\frac{3}{4}$ to $\frac{3}{4}$ inches, 756 eighths.....	5 per eighth.
58 turning gouges handled, $\frac{3}{4}$ to $\frac{3}{4}$ inches, 404 eighths.....	5 do
36 firmer gouges handled, $\frac{3}{4}$ to $\frac{3}{4}$ inches, 202 eighths.....	5 do
2 wire gauges.....	50 each.
6 dozen cast steel hoes.....	8 00 per dozen.
70 dozen best hickory hammer handles.....	1 00 do
5 dozen best hickory wood axe handles.....	1 50 do
6 dozen best hickory double header handles.....	1 50 do
40 dozen best hickory sledge handles.....	1 00 do
50 pairs strap hinges, 36 inches iron.....	1 50 per pair.
125 pairs strap hinges, 15 inches iron.....	1 00 do
360 pairs butt hinges, 34 by $\frac{3}{4}$ inches iron.....	25 do
144 pairs butt hinges, assorted.....	25 do
6 dozen shutter hooks.....	6 00 per dozen.
6 dozen coppering hammers.....	7 50 do
1 dozen tinner's hammers.....	9 00 do
4 dozen riveting hammers.....	9 00 do
4 dozen claw hammers.....	5 00 do
2 fore plane irons.....	1 50 each.
2 jack plane irons.....	1 00 do
2 smoothing plane irons.....	1 00 do
36 spike-drive irons.....	25 do
6 cooper's hollow drawing knives.....	1 50 do
1 cooper's drawing knife, 11-inch blade.....	1 50 do
1 cooper's drawing knife, 12-inch blade.....	1 50 do
3 drawing knives, assorted.....	1 00 do
1 stock knife.....	2 00 do
6 hacking knives.....	1 50 do
45 putty knives.....	1 50 do
12 palette knives.....	20 do
1 glue kettle, sample.....	50 do
3 tape lines 100 feet, metallic.....	2 50 do
3 tape lines 50 feet, metallic.....	5 00 do
6 tape lines, assorted.....	3 50 do
10 dozen 5-h lines of 100 feet each.....	1 00 do
6 dozen iron pad locks.....	5 00 per dozen.
46 rim locks, 10-inch.....	3 00 do
20 rim locks, 6-inch.....	70 each.
12 iron mortice locks, 6-inch.....	50 do
	1 00 do

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1856. Nov. 11	1857. June 30	John Wendell—Continued..	2 large ladles 2 small ladles 50 pounds British lustre 12 chalk lines, 90 feet each 6 dozen bottles Kellinger's horse liniment 1 set of tinner's machines 2 pitch kettles, 120 gallons each 2 dozen ox bows 29 reams sand paper 12 reams emery paper 15 cutting pliers 18 flat pliers 18 round pliers 54 dozen axle pulleys, 1½ inch 1 cooper's heading jointer plane, 5 feet long, 5-inch face, double irons 3 cooper's jointer planes, 6 feet long, 5-inch face, double irons 6 smoothing planes, double irons 1 jack plane, double irons 1 pair match planes 4 pairs pliers, assorted 12 hollow punches ½ to 2 inches 2 small metal pots 24 2-foot rules, single and double jointed, boxwood 4 2-foot rules, ivory 200 pounds iron rivets, assorted 12 papers 1½ pounds iron rivets 4 dozen iron rakes 1 dozen wooden rakes	\$1 50 each. 1 00 do 5 per pound. 20 each. 6 00 per dozen. 50 00 per set. 15 00 each. 6 00 per dozen. 2 00 per ream. 5 00 do 50 each. 30 do 30 do 2 00 per dozen. 5 00 5 00 each. 1 20 do 1 00 do 3 00 per pair. 25 do 50 each. 1 00 do 50 do 50 do 20 per pound. 20 per paper. 5 00 per dozen. 3 00 do	New York.

2 cross-cut saws, 6 feet blades.....	6 00	each.
1...do....5½ feet blade, 6½ inches wide.....	6 00	do
1...do....5¾ feet blade, 6 inches wide, fine cut....	6 00	do
4...do....5 feet blades.....	5 50	do
6...do....4½ feet blades.....	5 25	do
2 dozen 18-inch scroll saws, ¾ inch wide.....	3 00	per dozen.
1...do.....do.....¾.....do.....	3 00	do
1...do.....do.....¾.....do.....	4 00	do
2...do.....do.....1.....do.....	4 00	do
1...do.....do.....1½.....do.....	6 00	do
8 circular saws, 30 inches diameter.....	4 00	each.
8...do.....16.....do.....	4 00	do
4...do.....14.....do.....cut off.....	3 00	do
42 saw-mill saws, 7 feet long, 9 inches wide, No. 9 gauge.....	8 00	do
22 futtock saws, 5½ feet long, 3 inches wide, No. 7 gauge.....	7 00	do
6 back saws, with frames complete.....	2 00	do
3 dozen back saws.....	9 00	per dozen.
10 hand saws.....	1 50	each.
2 tenon saws.....	1 00	do
4 compass saws.....	1 00	do
1 turning saw.....	75	do
8 dozen best cast steel spades.....	9 00	per dozen.
37.....do.....shovels.....	9 00	do
6.....do.....coal shovels, scraps.....	12 00	do
7 dozen best iron scrapers, cast steel blades.....	6 00	do
24 Bushaw oil stones, 6 inches long, 1½ inch wide.....	75	each.
72.....do.....4.....do.....2 inches square.....	50	do
22 pounds Turkey oil stones.....	50	per pound.
12 pounds oil stones, assorted.....	30	do
2 dozen scythe stones.....	3 00	per dozen.
12 Ohio grindstones, 4½ feet diameter, 5½-inch face.....	3 00	each.
12.....do.....5.....do.....7.....do.....	3 00	do
2 French grindstones, say 600 pounds.....	3	per pound.
4 dozen lamp screws, double tubes.....	1 00	per dozen.
7 dozen wood hand screws.....	12	do
3.....do.....bench screws.....	24	do
1 set dinner's bench screws.....	12	per set.
80 gross iron screws, 2½ inches.....	1 70	per gross.
70.....do.....1½ inch.....	90	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 11	1857. June 30	John Wendell—Continued..	50 gross iron screws, 1½ inch..... 50.....do.....½ to 1 inch..... 76.....do.....assorted sizes..... 25 pounds spelter solder..... 4 sets wood screw cutters, ½ to 2½ inches..... 2 pairs tinner's shears..... 3.....do.....hand snips..... 3 dozen spoke-shaves..... 4 6-inch trying squares..... 2 7-inch.....do..... 12 2 foot iron squares..... 2 fine sand sieves..... 6 sickles..... 4 scythes..... 1 set tinner's bench tools..... 2 boxes I X tin..... 5 boxes S D X middle tin..... 3 boxes I C tin, 10 by 14..... 200 pounds banca tin..... 24 best smith's vices, 150 pounds each..... 37 wheelbarrows, best..... 150 pounds iron wire, assorted..... 58 best screw wrenches, assorted, 10 to 20 inches..... 10,000 pounds cast iron sash weights..... 360 pounds 14-pound sheet zinc..... 29 porcelain urine basins..... 2,000 feet 2½ inch lead pipe, 9 pounds per foot—1,800 lbs..... 1,000 sheets pry rolls for mechanics, clerk of yard..... 1 ream folio post paper, to pattern..... 1 ream foolscap paper, to pattern.....	\$0 60 per gross. 50 do 1 00 do 10 per pound. 5 00 per set. 3 00 per pair. 1 00 do 5 00 per dozen. 50 each. 60 do 50 do 1 00 do 1 00 do 1 50 each. 100 00 per set. 13 00 per box. 13 00 do 13 00 do 35 per pound. 3 do 3 00 each. 20 per pound. 1 50 each. 2 per pound. 10 do 1 00 each 9 per pound. 4 per sheet. 4 00 per ream. 3 50 do	New York.
Nov. 6	June 30	J. V. Bloomfield.....			

6 quires of receipts.....	purser.....	50 per quire.
5 quires of muster rolls.....	do.....	1 20 do
5 quires of pay and receipt rolls.....	do.....	1 25 do
5 quires of transfer accounts.....	do.....	40 do
5 quires of certificates of transfer.....	do.....	40 do
5 quires of requisitions for money.....	do.....	60 do
1 quire of account current.....	do.....	40 do
100 blank police reports, masters.....	do.....	2 each.
1 ream semi-monthly receipts, S engineer.....	do.....	20 00 per ream.
5 reams printed forms, faint lined, letter size, engineers.....	do.....	3 25 do
7 reams printed forms, faint lined, cap size.....	do.....	4 00 do
2 reams printed forms, faint lined, note size.....	do.....	2 80 do
10 reams printed bill heads and forms, assorted.....	do.....	3 00 do
6 reams printed requisitions.....	do.....	5 60 do
1 ream printed muster rolls, C. engineers.....	do.....	5 50 do
2 reams semi-monthly sheets for pay rolls, constructor.....	do.....	4 50 do
1 ream semi-monthly sheets.....	do.....	4 50 do
2 reams blank forms for abstract.....	storekeeper.....	4 50 do
2 reams blank forms for vouchers, printed.....	do.....	3 75 do
1 ream blank forms for vouchers, ruled.....	do.....	4 00 do
1 ream blank invoices.....	do.....	4 00 do
50 abstract sheets, constructor.....	do.....	6 each
10,000 printed tickets for filling, C. engineer.....	do.....	1 25 per M
Blank books—		
12 dozen memorandum books, assorted sizes and patterns.....	do.....	1 00 per dozen.
3 dozen memorandum books, 1 quire, faint lined, leather cases.....	do.....	1 12½ do
3 dozen blank books, 3 to 5 quires, assorted, cap size.....	do.....	7 00 do
4 6-quire pay roll books for mechanics, clerk of yard.....	do.....	10 00 each.
9 4-quire muster books.....	do.....	1 00 do
1 6-quire book, monthly returns of labor, clerk of yard.....	do.....	10 00 do
1 4-quire book, semi-monthly reports.....	do.....	1 50 do
1 2-quire pay and receipt roll book, purser.....	do.....	2 75 do
1 4-quire letter book.....	purser.....	75 do
1 2-quire cash book.....	do.....	35 do
1 4-quire receipt book.....	do.....	1 75 do
48 1-quire blank books, cap, half bound.....	do.....	20 do
48 2-quire blank books, cap, half bound.....	do.....	30 do
4 volumes yard log books, master.....	do.....	3 50 do
9 6-quire letter books, full bound, demy.....	do.....	4 40 do

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1896. Nov. 6	1857. June 30	J. V. Bloomfield—Continued	4 6-quire requisition books, full bound, demy. 12 ledger guard books..... 4 4 quire quarto books, half bound, faint lined..... 16 6-quire cap books, half bound, faint lined..... 3 6-quire bill books, full bound, demy..... 2 contract guard books..... 8 dozen time books, constructor and engineer..... 1 dozen held books, C. engineer..... 2 scrap books..... 4 copying books for letter press (civil engineer)..... 16 blank books, assorted patterns do..... 6 engineers' table books..... do..... 3 portfolios, assorted..... do..... 2 books, Semi-monthly Reports of Vessels (constructor)..... 1 book, Consolidated Reports of Vessels..... do..... 1 book, Consolidated Reports of Labor..... do..... 2 6-quire requisition books, folio post, printed (storekeeper)..... 4 6-quire receipt books, full bound, demy..... do..... 4 6-quire expenditure books, full bound, demy..... do..... 6 4-quire order, receipt, and delivery books, cap..... do..... 4 abstract ledgers..... do..... 12 monthly day books..... do..... 34 dozen half pint papers black sand..... do..... 16 dozen pieces of India rubber, 1 oz. each..... 9 dozen quart bottles Maynard & Noyes' black ink..... 2 dozen half pint bottles..... do..... 1 dozen quart bottles Arnold's black writing fluid..... 3 quart bottles blue ink, Arnold's..... 4 quart bottles copying ink, Arnold's..... 22 pieces best India ink.....	\$5 00 each. 1 20 do 30 do 1 00 do 5 00 do 1 75 do 1 25 per dozen. 2 25 do 1 25 each. 1 50 do 1 30 do 1 00 do 1 25 do 4 00 do 8 00 do 8 00 do 2 90 do 4 90 do 5 00 do 90 do 3 00 do 40 do 30 per dozen. 45 do 2 35 do 1 50 do 5 00 do 33 each. 80 do 10 per piece.	New York.

48 bottles, half pint, best carmine ink.....	16 per bottle.
7 log slates, large size, hard wood frames.....	10 each.
29 penknives, 4 blades, best.....	80 do
12 erasure knives, ivory handles.....	25 do
2 desk knives, ivory handles.....	25 do
15 letter clips, assorted.....	40 do
12 letter files.....	50 do
75 gross steel pens, barrels and ribs, assorted.....	20 per gross.
1 gross steel pens, 1 dozen barrels and holders in a box.....	2 00 do
6 gross extra fine drawing pens, Gillot's.....	2 50 do
4 dozen mathematical or drawing pens.....	1 00 per dozen.
1 pen holder with gold nib.....	2 00 each.
12 dozen pen holders to suit steel pens.....	10 per dozen.
2 gross Faber's best lead pencils, assorted.....	4 50 per gross.
1 dozen best drawing pencils.....	50 per dozen.
4 dozen best red chalk pencils.....	50 do
4 dozen "Ligne's" drawing pencils.....	50 do
6 dozen Polygrade's drawing pencils.....	40 do
2 dozen camel's hair pencils.....	15 do
300 slate pencils w. L. Rutland.....	35 per hundred.
48 reams "Royal" foolscap paper, faint lined.....	2 40 per ream.
12 reams foolscap "regulation" paper.....	3 00 do
36 reams letter paper, faint lined.....	2 30 do
6 reams note paper, assorted.....	1 75 do
4 reams folio post paper, faint lined.....	4 00 do
2 reams dmy paper.....	5 00 do
2 reams flat cap paper, white.....	3 00 do
1 ream log paper.....	6 00 do
12 reams buff envelope paper.....	2 50 do
6 reams blotting paper, thick.....	2 40 do
4 reams blotting paper, thick, treasury.....	5 00 do
2 quires engineers' profile paper.....	75 per quire.
110 sheets antiquarian drawing paper, Whiteman's, hot pressed.....	35 per sheet.
200 sheets double elephant drawing paper, linen, hot pressed.....	20 do
100 sheets elephant drawing paper, hot pressed.....	10 do
3 rolls best tracing paper.....	2 50 per roll.
1 roll best drawing paper, 54 inches wide.....	10 50 do
12 rolls best tracing vellum.....	6 00 do
36 yards tracing cloth.....	25 per yard.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rate	Navy yard where deliverable.
1854. Nov. 6	1857. June 30	J. V. Bloomfield—Continued	11 pounds best scarlet sealing wax..... 12...do.....do..... wafers, assorted..... 15, 100 envelopes, self sealing, assorted..... 5 patent inkstands, assorted..... 30 inkstands, assorted..... 10 pounds vulcaniz'd rubber..... 20 dozen India rubber bands, assorted..... 12 ivory paper folders..... 1,500 quills, No. 80..... 1 slate, large size, hard wood frame..... 26 pounds refined gum arabic..... 2 gross red tape, wide..... 36 rolls silk taste, assorted colors..... 3 pounce boxes, ivory, filled with pounce..... 18 sand boxes, hard wood..... 4 pounds velvet sponge..... 1 box water colors, Osborne's, (civil engineer)..... 12 dozen drawing pins..... 2 dozen paste brushes..... 4 paper pouches..... 1 thermometer..... (civil engineer) 2 pen racks.....do..... 1 gross blotting pads.....do..... 2 dozen paper weights, heavy.....do..... 1 paper shears, large.....do..... 1 water box, f. r. letter press.....do..... 1 dozen paint saucers.....do..... 1 protractor.....do..... 4 "engineer's" scales, ivory.....do..... 2 sets "engineers" drawing scales paper...do.....	\$ ¹ 60 per pound... 34 do 2 50 per M. 80 each. 34 do 75 per pound. 25 per dozen. 20 each. 60 per 100. 25 each. 20 per pound. 2 00 per gross. 15 per roll. 31 each. 15 do 2 00 per pound. 2 50 per box. 20 per dozen 90 do 25 each. 40 do 15 do 6 50 per gross. 2 50 per dozen. 75 each. 25 do 90 per dozen. 50 each. 1 50 do 1 12 per set.	New York.


Nov. 11	June 30	N. V. Houseman	2 T squares.....do.....	1 50 each.
			6 triangular rules.....do.....	1 25 do
			6 flat rules, assorted.....do.....	30 do
			1 set of curves, for drawing.....do.....	2 25 per set.
			6 triangles, for drawing.....do.....	50 each.
			4 dozen reducing compasses.....do.....	30 00 per dozen.
			1 dozen water glasses.....do.....	1 75 do
			3 pencil pointers.....do.....	50 each.
			3 large china palettes.....do.....	50 do
			1 bone, for sharpening instruments.....do.....	1 00 do
			1 dozen balls fine twine.....do.....	1 50 per dozen.
			1 dozen balls strong hemp packing cord.....do.....	3 00 do
			2 reams best close ruled foolscap paper.....do.....	3 00 per ream.
			75 tons (2,240 pounds) best loose hay.....do.....	19 00 per ton.
			2,500 bundles straw.....do.....	2 per bundle
			40,000 pounds Indian meal.....do.....	1 50 per 100 lbs.
			50,000 pounds ground feed.....do.....	1 50 do
			3,500 bushels oats.....do.....	53 per bushel.
			2,000 bushels ship stuff.....do.....	18 do
			4 sacks salt.....do.....	2 12 1/2 per sack.
			2,500 bushels pine wood charcoal.....do.....	17 per bushel.
			1,500 leading feet huse leather, in 50 feet lengths, double rivetted, with couplings complete.....do.....	95 per foot.
			800 pounds best packing yarn.....do.....	16 per pound.
			300 pounds best India rubber packing, assorted.....do.....	42 1/2 do
			50 pounds best leather belting, sample.....do.....	95 do
			6 sides best oak tanned belt leather.....do.....	7 50 per side.
			14 sides best lacing leather.....do.....	1 75 do
			36 iron door sills for receiving store, per drawing.....do.....	30 00 each.
			8 iron window frames and sashes, per drawing.....do.....	40 00 do
			1 national range, No. 9.....do.....	50 00 do
			2 heating furnaces.....do.....	130 00 do
			6,000 feet 1 1/2 inch iron pipe.....do.....	32 per foot.
			1,270 lineal feet 6 inch water pipe.....do.....	70 do
			1,400 lineal feet 4-inch.....do.....	45 do
			2,730 lineal feet 3-inch.....do.....	35 do
			11 hydrants.....do.....	35 00 each.
			4 branches.....do.....	2 00 do
			6 stop-cocks.....do.....	40 00 do
Nov. 7	June 30	D. R. Frazer		
Nov. 5	June 30	A. M. C. Smith		
Nov. 11	June 30	Brower & Brownley		

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rate.	Navy yard where deliverable.
1856. Nov. 10	1857. Mar. 10	A. Hitchcock	1 pump, 6 inches diameter, with engine complete, per drawing	\$750 00	New York.
Nov. 7	Feb. 7	W. A. Orcutt	10-5/17 lineal feet copper lightning conductors, including labor in arranging	27 per lineal ft.	
Dec. 30	.....	J. H. Kroehl	1 diving bell, 5 X 6 X 8 feet, with apparatus complete, per plan	1,000 00	
Nov. 17	May 17	J. Powell	301,000 straight hard bricks	6 50 per M	Philadelphia.
			53,500 best pressed bricks	15 00 do	
			16,000 best front stretchers	8 50 do	
			246 perches best building stone	1 25 per perch.	
			57 marble window-sills, 3 feet 7 inches long, 5 inches face	2 50 each.	
			72 marble window-heads, 4 feet long, 5 inches face	2 50 do	
			2 marble door-heads, 3 feet 8 inches long, 13 inches face	5 00 do	
			2 marble door sills, 4 feet long, 8 inches rise, 13 inches face	5 00 do	
			2 marble door-steps, 4 feet 6 inches long, 8 inches rise, 20 inches face	5 00 do	
			2 marble door-steps, 4 feet 6 inches long, 8 inches rise, 10 inches face	5 00 do	
			2 marble door-steps, 3 feet 6 inches long, 8 inches rise, 20 inches face	5 00 do	
			2 marble door-steps, 3 feet 6 inches long, 8 inches rise, 10 inches face	5 00 do	
			2 marble door-heads, 4 feet 8 inches long, 6 inches thick, 7 1/2 inches face	5 00 do	
			2 marble door-heads, 3 feet 8 inches long, 6 inches thick, 7 1/2 inches face	5 00 do	
			4 marble door-heads, 3 feet 8 inches long, 5 inches face	2 50 do	
			4 marble door sills, 3 feet long, 8 inches rise, 9 inches face	4 00 do	
			2 marble cellar door sills and cheeks	20 00 do	

Nov. 20	May 20	Henry Burk	12 granite window-sills, 3 feet 7 inches long, 6½ inches thick, 18 inches face.....	4 50	do
			4 granite steps, 3 feet 6 inches long, 8 inches rise, 10 inches face.....	4 00	do
			22 granite heads, 4 feet long, 5 inches face.....	2 00	do
			22 granite sills, 3 feet 7 inches long, 5 inches face.....	2 00	do
			3 granite door-sills, 5 feet long, 8 inches thick, 13 inches wide.....	6 00	do
			2 granite door-sills, 8 feet 8 inches long, 8 inches thick, 13 inches wide.....	12 00	do
			2 granite door-sills, 3 feet 3 inches long, 8 inches thick, 13 inches wide.....	5 00	do
			1 granite door-sill, 4 feet long, 8 inches thick, 13 inches wide.....	5 00	do
			14 pieces yellow pine, 18 feet long, 3 by 7 inches.....		
			30 do.....do.....28 do.....12½ by 12½ do.....		
			40 do.....do.....10 do.....5½ by 9½ do.....		
			36 do.....do.....28 do.....12½ by 12½ do.....		
			36 do.....do.....21 do.....12½ by 12½ do.....		
			1-1,000 feet, board measure yellow pine flooring boards, worked 1½ inch thick.....	26 75	per M feet.
			1,000 feet, board measure yellow pine stop boards.....	27 00	do
			20,000 feet, board measure, yellow pine plank, 3½ inches thick, 12½ inches wide, and from 30 to 40 feet long.....	27 00	do
			5,000 feet, board measure, yellow pine plank, 4 inches thick, 12½ inches wide, 35 to 40 feet long.....	27 00	do
			36 pieces white oak, 10 feet long, 12½ by 12½ inches.....	27 00	do
			18 do.....do.....21 do.....16 by 12½ do.....		
			15 do.....do.....27 do.....16 by 8½ do.....		
			15 do.....do.....30 do.....15 by 7½ do.....		
			32 do.....do.....14 do.....6 by 7 do.....		
			16 do.....do.....16 do.....3 by 7 do.....		
			6 do.....do.....11 do.....7 by 16 do.....		
			8 posts.....do.....9 do.....6 by 14 do.....		
			400 running feet white oak logs, 15½ inches square.....	33 00	do
			8 pieces hickory, each 10 feet long, 8 by 12 inches, board measure—640 feet.....	40 00	do
			2,000 feet, board measure, 2-inch oak plank.....	28 00	do
Nov. 17	May 17	J. Powell			

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 17	1857. May 17	J. Powell—Continued.....	<p>16 pieces white pine, 52 feet long, 5 by 13 inches. 12 do. do. 52 do. 5 by 16 do. 54 joist do. 35 do. 4 by 15 do. 150 joist do. 30 do. 3½ by 12 do. 150 joist do. 21 do. 3½ by 12 do. 30 joist do. 22 do. 3½ by 12 do. 30 joist do. 22 do. 3½ by 8 do. 8 girders do. 35 do. 8 by 12 do. 8 girders do. 52 do. 9 by 14 do. 8 braces do. 16 do. 6 by 6 do. 6 braces do. 22 do. 6 by 7 do. 16 rafters white pine, 50 feet long, 6 by 10 inches at heel, 6 by 8 at head 12 rafters white pine, 27 feet long, 7 by 12 inches at heel, 7 by 10 at head 34 perlines white pine, 35 feet long, 4 by 6 inches 52 perlines do. 27 do. 4 by 6 do 30 rafters white pine, 12 feet long, 3 by 6 inches, rafter out. White pine panel boards, 1-inch, 3,000 feet. White pine 1st com boards, 1-inch, 30,000 feet White pine 2d com boards, 1-inch, 11,200 feet. White pine panel plank, 1½-inch, 6,000 feet. White pine panel plank, 1½ inch, 2,000 feet. White pine panel plank, 2-inch, 1,000 feet. White pine panel plank, 5 by 14 inches, in lengths of 21, 36, and 48 feet—47,720 feet. White pine 2d com. 2-inch plank, 5,000 feet. White pine 2d com. 3-inch plank, 5,000 feet. Making 161,221 feet board measure. 450 feet hemlock wharf timber, face measure</p>	<p>.....</p>  <p>\$36 00 per M feet. 4 per foot.</p>	Philadelphia.

Nov. 13	June 30	P. J. Field.....	608 bushels wood-burned lime	94½ per bushel.
Nov. 13	June 30	J. Powell.....	24 two-horse cart loads of gravel.....	1 90 per load.
			79 one-horse cart load of building sand.....	1 20 do
Nov. 11	June 30	Jno. Wendell.....	17 boxes XX roofing tin, 14 by 21 inches.....	15 00 per box.
			23 boxes XX roofing tin, 14 by 20 inches.....	15 00 do
Nov. 8	June 30	W. Lang	10,100 pounds round iron, ½ to 1½-inch, as required.....	3½ per pound.
			600 pounds square iron, 7-16-inch.....	4 do
			600 pounds flat iron, 2½ by 7-16-inch.....	4 do
			1,000 pounds flat iron, 4 by ½-inch.....	3½ do
			4,800 pounds iron cut nails and spikes, from 4-penny to 40-penny, as required.....	4 do
			100 pounds iron cut spikes, 6 inches long.....	4 do
			400 pounds iron cut spikes, 7 inches long.....	4 do
Nov. 7	June 30	Storer & Stephenson	200 pounds rolled steel, 4 by 5-16-inch.....	18 do
			300 pounds shear steel, 2½ by ½-inch.....	16 do
			700 pounds square cast steel, from ½ to 1 inches, as required.....	17 do
			300 pounds eight square steel, ¾ of an inch.....	18 do
Nov. 8	June 30	J. Lesley, jr	40 dozen 4½-inch tapered files.....	1 00 per dozen.
			14 dozen 14-inch flat files.....	4 60 do
			2 dozen 14-inch coarse flat files.....	5 00 do
			2 dozen 14-inch fine flat files.....	6 25 do
			2 dozen 10-inch flat files.....	2 65 do
			2 dozen 14-inch safe edge files.....	6 25 do
			2 dozen 14-inch half round files.....	5 50 do
			2 dozen 14-inch half round files, coarse.....	5 50 do
			2 dozen 14-inch square files.....	5 50 do
			2 dozen 14-inch round files, ½-inch.....	5 75 do
			10 dozen 13-inch half round files.....	4 50 do
			2 dozen 12-inch rat-tail files.....	3 75 do
			2 dozen 10-inch rat-tail files.....	2 60 do
			2 dozen 8-inch rat-tail files.....	1 87½ do
			2 dozen 12-inch square files.....	3 50 do
			2 dozen 12-inch round files.....	3 75 do
Nov. 7	June 30	W. D. Kennedy	4,000 pounds pure white lead, in oil.....	8½ per pound.
			1,000 pounds Dutch yellow ochre.....	2 do
			700 pounds Spanish brown.....	1 do
			37 pounds chrome green.....	6 do
			25 pounds chrome yellow.....	12 do
			6 pounds Turkey umber.....	8 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 7	1857. June 30	W. D. Kennedy—Cont'd ...	1,200 pounds dry whiting..... 200 pounds litharge..... 49 pounds washing soda..... 20 pounds borax..... 300 pounds copperas..... 300 gallons linseed oil..... 60 gallons spirits turpentine..... 5 gallons copal varnish..... 17 gallons Japan varnish..... 2 gallons oil of spike..... 5 gallons sweet oil..... 5 gallons neatfoot oil..... 550 feet best quality double thick American glass, 8 by 10.. 100 feet best quality double thick American glass, 10 by 12.. 50 feet best quality double thick American glass, 12 by 16.. 4 treble blocks, 24 inches..... 4 treble blocks, 20 inches..... 24 double blocks, 18 inches..... 20 double blocks, 16..do..... 15 double blocks, 14..do..... 22 double blocks, 12..do..... 29.....do.....10..do..... 30.....do.....8..do..... 10 single blocks..18..do..... 8.....do.....16..do..... 5.....do.....14..do..... 5.....do.....12..do..... 20.....do.....10..do..... 1,600 pounds 5-inch Russia hemp tarred rope..... 200 pounds 4-inch.....do..... 340 pounds 3½-inch.....do.....	\$0 1 per pound. 8 do 4 do 35 do 3 do 90 per gallon. 50 do 2 25 do 1 00 do 2 00 do 1 50 do 1 10 do 8 per foot. 12 do 14 do 20 00 each. 15 00 do 8 00 do 7 00 do 6 00 do 5 00 do 4 00 do 3 50 do 5 00 do 4 50 do 3 50 do 3 00 do 2 75 do 13 per pound. 13½ do 13½ do	Philadelphia.
Nov. 11	June 30	Jno. Wendell			

275 pounds 3-inch	do.....	do.....	134
200 pounds 64-inch.....	do.....	do.....	134
1,500 pounds 3-yarn spun yarn.....	do.....	do.....	124
1,600 pounds 8-thread seizing stuff.....	do.....	do.....	14
300 pounds marlin	do.....	do.....	15
35 pounds sewing twine.....	do.....	do.....	35
45 pounds whipping twine.....	do.....	do.....	40
1,519 pounds Manila rope, 8-inch.....	do.....	do.....	124
1,935 pounds.....	do.....	54-inch.....	124
1,896 pounds.....	do.....	5-inch.....	124
1,789 pounds.....	do.....	44-inch.....	13
1,614 pounds.....	do.....	44-inch.....	13
1,465 pounds.....	do.....	4-inch.....	13
1,494 pounds.....	do.....	3-inch.....	14
1,279 pounds.....	do.....	24-inch.....	14
1,234 pounds.....	do.....	24-inch.....	14
1,258 pounds.....	do.....	2-inch.....	14
12 pounds speltre solder.....	do.....	do.....	10
60 pounds sperm candles.....	do.....	do.....	50
10 pounds sponge.....	do.....	do.....	50
2,500 pounds oakum	do.....	do.....	84
400 pounds white cotton rags.....	do.....	do.....	8
100 pounds Castile soap.....	do.....	do.....	16
100 pounds brown rosin soap.....	do.....	do.....	8
30 gallons dubbing	do.....	do.....	1 60 per gallon.
60 gallons best sperm lamp oil.....	do.....	do.....	2 10
60 gallons best coal tar	do.....	do.....	25
60 gallons best raw tar	do.....	do.....	25
30 gallons tar oil.....	do.....	do.....	1 00
2 barrels fish oil	do.....	do.....	35 00 per barrel.
40 barrels pitch.....	do.....	do.....	2 50
25 barrels tar.....	do.....	do.....	3 00
25 dozen best corn brooms.....	do.....	do.....	3 00 per dozen.
14 dozen flat hickory brooms.....	do.....	do.....	2 50
14 dozen bristle hand dusting brushes	do.....	do.....	3 00
2 dozen bristle sweeping.....	do.....	do.....	6 00
4 dozen bristle scrubbing.....	do.....	do.....	4 00
4 dozen 8-knot whitewash.....	do.....	do.....	15 00
10 dozen 2-bushel hickory baskets.....	do.....	do.....	4 00

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rate.	Navy yard where deliverable.
1866. Nov. 11	1867. June 30	Jno. Wendell—Continued..	5 dozen 1-bushel hickory baskets.....	\$3 00 per dozen....	Philadelphia.
			1 dozen ships' buckets.....	5 00 do	
			3 dozen water cans, iron hoops and handles.....	10 00 do	
			4 hack saws.....	1 25 each.	
			4 smiths' anvils.....	16 00 do	
			6 large sized screw-wrenches.....	3 50 do	
			6 medium sized..... do.....	2 50 do	
			6 small sized..... do.....	1 50 do	
			1 ream emery cloth.....	6 00 per ream.	
			10 reams sand paper, No. 2.....	2 25 do	
			10 reams..... do..... No. 1½.....	2 00 do	
			3 dozen paint brushes, 000,000.....	9 00 per dozen.	
			3 dozen sash tools, No. 6.....	1 50 do	
			1 dozen wire-bound fitches.....	1 00 do	
			3 varnish brushes.....	50 each.	
			12 dozen 1-inch patent augers.....	6 72 per dozen.	
			24 dozen 1½ inch patent augers.....	7 14 do	
			12 do.. 1½ do..... do.....	7 56 do	
			12 do.. 1½ do..... do.....	8 82 do	
			12 do.. 1½ do..... do.....	8 40 do	
			12 do.. 1½ do..... do.....	10 50 do	
			12 do.. 1½ do..... do.....	6 30 do	
			12 do.. 1½ do..... do.....	5 88 do	
			24 do.. 1½ do..... do.....	5 46 do	
			12 do.. 1½ do..... do.....	5 04 do	
			24 do.. 1½ do..... do.....	4 62 do	
			12 do.. 1½ do..... do.....	4 20 do	
			12 do.. 1½ do..... do.....	3 36 do	
			10 dozen No. 3 shovels.....	9 00 do	
			10 dozen 000 shovels, mud.....	6 75 do	

Nov. 6.	June 30	W. H. Mauries.....	1 dozen wood axes.....	10	50	do
			5 wood saws.....	75	each.	
			8 aides bellows leather.....	4	25	do
			300 sledges handles.....	10	do	
			150 hammer handles.....	6	do	
			2 hay forks.....	50	do	
			6 curry combs.....	12½	do	
			2 horse covers.....	3	50	do
			2 horse blankets, straps and buckles.....	8	00	do
			5 horse brushes.....	50	do	
			6 horse cards.....	10	do	
			4 cart whips.....	50	do	
			15 pounds ox shoe nails.....	25	per pound.	
			200 pounds sheet lead, 8 pounds to square foot.....	10	do	
			60 pounds glue.....	16	do	
			24 sheets double elephant drawing paper, hot pressed.....	12½	per sheet.	
			24 sheets columbian drawing paper.....	10	do	
			24 reams, faint lined, cap paper.....	2	75	per ream.
			22...do.....do.....letter paper.....	2	75	do
			2...do.....do.....do.....small.....	1	25	do
			4 ream, faint lined, note paper.....	3	00	do
			7 reams official paper, to pattern.....	4	50	do
			1 ream envelope paper, large size.....	5	00	do
			1 ream receipts for recruits.....	5	00	do
			1 ream pay tickets.....	5	00	do
			4 ream stewards' returns.....	4	00	do
			4 ream requisitions for small stores.....	12	00	do
			4 ream allotment tickets.....	4	75	do
			4 ream register of allotments.....	4	75	do
			4 ream discharges.....	5	00	do
			4 ream officers' pay rolls.....	20	00	do
			4 ream officers' muster rolls.....	20	00	do
			4 ream mechanics' pay rolls, monthly.....	8	00	do
			1 ream.....do.....do.....semi-monthly.....	15	00	do
			2 reams double cap paper, ruled and printed, for mechanics' muster rolls.....	15	00	do
			4 ream accounts current.....	4	00	do
			4 ream requisitions for clothing.....	12	00	do
			4 ream requisitions for money.....	6	00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rate.	Navy yard where deliverable.
1856. Nov. 6	1857. June 30	W. H. Maurice—Continued.	4 ream pay accounts..... 4 ream certificates of settlement..... 6 reams blank bills..... 4 ream log paper..... 1 ream blotting paper..... 1 muster book for officers..... 1 pay roll book for mechanics..... 2 smooth diary books..... 1 bill book, commandant's office..... 1 clothing book..... 1 small store book..... 1 summary statement book..... 4 day books..... 2 journals..... 7 requisition books, to pattern..... 5 letter books..... 7 blank books, 3 quires..... 3 blank books, 1 quire..... 11 dozen memorandum books..... 12 dozen pieces red linen tape..... 30 dozen Contee and Faber's black lead pencils..... 8 dozen Monroe's black lead pencils..... 2 dozen pieces mouth glue, French..... 4 dozen pieces Green's ink eraser..... 2 dozen pieces India rubber..... 3 pieces India ink..... 2 American Almanacs for 1857..... 800 quills, best clarified..... 40 gross steel pens..... 400 pen-holders.....	\$7 50 per ream... 6 50 do 5 00 do 24 00 do 15 00 do 15 00 each. 15 00 do 2 75 do 12 00 do 2 50 do 3 50 do 5 00 do 10 00 do 10 00 do 5 00 do 2 00 do 1 50 do 50 do 3 00 per dozen. 25 do 50 do 50 do 18 do 75 do 75 do 25 each. 87 do 2 00 per 100. 1 00 per gross. 6 each.	Philadelphia.

Nov. 8	June 30	J. B. Baxter, Jr., & Bro ...	3,000 legal envelopes for commandant, pattern.....	6 50 per M.
Nov. 14	June 30	W. S. McAllister.....	4,000 legal envelopes, white, gummed.....	5 00 do.
			200 extra size, parchment paper.....	1 50 per 100.
			4,550 letter envelopes, white, gummed.....	6 00 per M.
			500 medium envelopes.....do.....	50 per 100.
			200 note envelopes.....do.....	50 do
			1 pound red sealing wax.....	1 50 per pound.
			1½ pound red French wafers.....	75 do
			1 pound gray homespun linen thread.....	62 do
			20 yards tracing cloth.....	50 per yard.
			25 bottles French carmine.....	12½ per bottle.
			5 quart bottles Bryan & Wilcox's writing fluid.....	50 each.
			18 quart bottles black ink.....	31 do
			14 quart boxes black sand.....	12½ do
			7 penknives.....	1 00 do
			3 erasing knives.....	37 do
			3 pen racks.....	25 do
			2 bill files.....	25 do
			5 letter files.....	75 do
			2 wafer seals.....	60 do
			1 portfolio.....	1 00 do
			2 paper folders.....	50 do
			1 pair paper shears.....	1 50 do
			4 inkstands, sample.....	75 do
			4 patent rulers.....	50 do
			6 sand boxes.....	25 do
			50 cords Virginia yellow pine wood.....	5 50 per cord.
			30 tons best timothy and clover hay.....	29 75 per ton.
			2,000 bundles rye straw.....	9 per bundle.
			250 bushels ground corn.....	88 per bushel.
			250 bushels ground oats.....	58 do
			350 bushels oats.....	60 do
			100 bushels wheat stuff.....	73 do
			6 bushels ground salt.....	70 do
			50 barrels (oak wood) charcoal.....	60 per barrel
			100 pounds gum packing.....	38 per pound.
			500 feet 8-inch copper-riveted leather hose, in 50 feet sections, brass couplings to pattern.....	80 per foot.
Nov. 14	June 30	J. G. Young.....		
Nov. 13	June 30	P. J. Field.....		

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 13	1857. March 13	Cropley & Allen	<p>1 slide lathe to swing 20 inches diameter and turn 10 feet in length, with cast iron frame, brass boxes, screw cutting gear, counter shaft, bangera, and pulleys, complete.</p> <p>1 vertical drilling machine, with a good substantial frame; single gear for light work; table to swing on a column; drill to feed down with a hand wheel, brass boxes, hangers, shafts, and pulleys, complete</p> <p>1 hand and power planing machine, to plane 24 inches by 44 feet in length, to be of the most improved pattern, with all necessary shafting, hangers, and pulleys</p> <p>50 pea coats, coarse blue pilot cloth</p> <p>125 jackets, blue cloth</p> <p>160 vests</p> <p>225 pairs pants, blue cloth</p> <p>500 shirts, (over,) white cotton shirting</p> <p>250 shirts, (under,) blue flannel, (indigo dye)</p> <p>200 shirts, (under,) canton flannel, unbleached</p> <p>200 pairs drawers, blue flannel</p> <p>200</p> <p>150 black silk handkerchiefs, for neck</p> <p>200 pairs half hose, woolen</p> <p>100 jackets, brown drilling</p> <p>75 vests</p> <p>150 pairs pants, brown duck</p> <p>25 pairs drawers, white cotton drilling</p> <p>250 pairs half hose</p> <p>400 cotton pocket handkerchiefs</p> <p>125 black felt hats</p> <p>125 pairs half boots, calf skin</p> <p>350 pairs laced boots, navy pattern</p>	<p>\$600 00 cost</p> <p>225 00 do</p> <p>475 00 do</p> <p>8 25 each</p> <p>5 00 do</p> <p>2 00 do</p> <p>3 87 per pair.</p> <p>62 each.</p> <p>1 12 do</p> <p>62 do</p> <p>1 12 per pair.</p> <p>62 do</p> <p>87 each.</p> <p>25 per pair.</p> <p>1 40 each.</p> <p>1 25 do</p> <p>1 25 per pair.</p> <p>25 do</p> <p>12 do</p> <p>12 each.</p> <p>2 25 do</p> <p>3 12½ per pair</p> <p>1 62½ do</p>	<p>Philadelphia.</p> <p></p> <p></p> <p>Naval Armory.</p>
Nov. 4	June 30	A. Robeno, Jr.			
Nov. 12	June 30	W. Muldoon, Jr.			

Nov. 12	June 30	C. Hehley	130 pairs slippers.....	76	do
			130 pairs boots and shoes, half soled.....	40	do
			130 pairs.....do.....heeled.....	20	do
			12,000 pounds beef, fresh.....	9	per pound.
			12,000.....do.....corned.....	8	do
			2,500 pounds mutton, fresh.....	8	do
			3,000 pounds salt pork.....	10	do
			6,000 pounds veal, fresh.....	8	do
			800 pounds dried beef.....	15	do
			650 pounds poultry.....	15	do
			1,500 pounds fish, fresh and in season.....	10	do
			22,000 pounds vegetables, in season.....	3½	do
			750 bushels potatoes.....	1	25 per bushel.
			15 bushels dried white beans.....	3	00 do
			6,500 pounds butter, good quality.....	26	per pound.
			7,000 pounds sugar, good brown.....	9	do
			100 gallons New Orleans molasses.....	40	do
			2,500 pounds coffee.....	12	do
			400 pounds tea, young hyson.....	48	do
			2,500 pounds rice.....	6	do
			700 pounds superfine flour.....	4½	do
			225 pounds raisins, box.....	15	do
			3,000 gallons milk.....	19½	per gallon.
			100 pounds mustard.....	37	per pound.
			150 pounds pepper.....	16	do
			5 pounds assorted spices.....	1	00 do
			25 bushels salt.....	55	per bushel.
			2,000 pounds fish, salt cod.....	5	per pound.
			2,000 pounds mackerel, No. 1.....	10	do
			200 gallons vinegar.....	14	per gallon.
			450 pounds starch.....	9½	per pound.
			250 pounds soda, for washing.....	4	do
			6 pounds indigo.....	1	50 do
			4,000 pounds soap, best hard.....	6	do
			40 barrels best soft soap.....	2	00 per barrel.
			500 eggs.....	1	90 per 100.
			12 mattresses, single.....	9	00 each.
			20 pairs blankets, sample.....	4	00 per pair.
			200 yards bleached cotton sheeting, 2 yards wide.....	38	per yard.
Nov. 11	June 30	W. L. Madduck			
Nov. 14	June 30	J. G. Young			

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 11	1857. June 30	W. L. Maddock—Continued	100 yards pillow-case muslin.....	\$0 16 per yard....	Naval Asylum.
			125 bedspreads, sample.....	5 50 each.	
			400 yards towelling, sample.....	25 per yard.	
			125 yards house cloth, sample.....	25 do	
			300 yards table linen.....	65 do	
			42,000 pounds best fresh bread.....	44 per pound.	
			150 pies, (mince).....	10 each.	
			100 pies, (fruit).....	10 do	
			2,500 pounds best chewing tobacco.....	22½ per pound.	
			12 bushels sand, powder.....	45 per bushel.	
			6 dozen hand scrubs.....	1 75 per dozen.	
			4..do..clasp scrubs.....	1 75 do	
			3..do..sweeping brushes.....	6 00 do	
			2..do..dusting brushes.....	4 00 do	
			8..do..corn brooms.....	3 37½ do	
			5..do..hickory brooms.....	2 75 do	
			8..do..knives.....	75 do	
			8..do..forks.....	75 do	
			8..do..spoons, iron or German silver.....	2 50 do	
			12..do..bowls, quart.....	1 25 do	
			12..do..soup plates.....	1 25 do	
			8..do..tumblers, tin or metal.....	2 87 do	
			6..do..buckets, painted.....	3 75 do	
			12 whitewash brushes.....	50 each.	
			12 gross screws.....	50 per gross.	
			1 box XXXX tin.....	21 00 per box.	
			24 hanks each cord.....	20 per hank.	
			1 dozen 5-inch door locks.....	7 50 per dozen.	
			12 papers 8-ounce tacks.....	6 each.	
			12 papers springs.....	9 do	
Nov. 8	June 30	J. Lesley, jr.....			

Nov. 7	June 30	J. H. Sprague & Co.....	12 padlocks 6 lbs glue 50 sheets sand paper 6 dozen assorted iron butt hinges..... 400 pounds cut nails, assorted 400 pounds white lead 12 gallons linseed oil..... 8..do...neatfoot oil..... 10..do...spirita turpentine 3..do...varnish 6..do...lacquer 1 pound Japan drying..... 100 pounds of putty 1 box window glass, assorted..... 1 dozen 5-inch files..... 14 dozen 4-inch files 2,000 feet No. 1 pine lumber, board measure 2,500 feet No. 2 1,500 feet No. 3 600 feet panel boards, not less than 22 inches wide 10 cords pine wood..... 25 barrels charcoal..... 1,800,000 best hard, red, hand-made bricks..... 15,000 Berry's premium fire-bricks, No. 1..... 1,200 perches best foundation stone 3,620 lineal feet yellow pine capping, 12 by 12 inches, hewn or sawed 1,000 yellow pine piles, 25 feet long, not less than 12 inches at the butt 110 yellow pine piles, 35 feet long, not less than 12 inches at the butt 9 crown posts, 14 feet long, 17 by 9 inches, yellow pine 2 king posts, 19.....do....20 by 9.....do..... 21 queen posts, 18.....do....14 by 9.....do..... 42 queen posts, 14.....do....17 by 9.....do..... 350 joists, 26 feet long, 12 by 3 inches, yellow pine 100 joists, 20.....do.....do..... 240 joists, 19.....do.....do.....do..... 100 joists, 18.....do.....do.....do.....	31½ do 16 per pound. 1 each. 37½ per dozen. 4½ per pound. 8 do 1 00 per gallon. 1 00 do 45 do 1 50 do 3 00 do 1 50 per pound. 3 do 5 00 per box. 1 20 per dozen. 1 00 do 40 00 per M feet. 32 50 do 20 00 do 50 00 do 6 50 per cord. 60 per barrel. 8 00 per M..... 40 00 do 1 61½ per perch. 19 per foot. 2 45 each. 3 45 do
Nov. 8	June 30	J. Lesley, jr J. Powell.....		
Nov. 13	June 30			
Nov. 14	June 30	J. G. Young A. & T. A Richards.....		
Nov. 6	Nov. 6			
Nov. 6	June 30	R. Pettit & Co.....		
Nov. 4	May 4	H. N. Esby.....		

Washington, D. C.

6 beams, 66 feet long, 16 by 9 inches, white pine.....				19 87 per M feet.
6 braces, 14.....do.....12 by 9.....do.....				17 50 do
12 posts, 16.....do.....16 by 9.....do.....				17 50 do
12 braces, 17.....do.....7 by 9.....do.....				45 00 do
12 posts, 9.....do.....14 by 9.....do.....				45 00 do
12 braces, 13.....do.....7 by 9.....do.....				32 00 do
6 braces, 14.....do.....9 by 7.....do.....				32 00 do
6 crow posts, 14 feet long, 17 by 9 inches, white pine.....				90 per barrel.
12 rafters, 37 feet long, 14 by 9 inches, by 9 in., white pine.....				1 20 do
192 perlines, 20 feet long, 7 by 4 inches, white pine.....				13½ do
8 wall plates, 33 feet long, 14 by 7 inches, white pine.....				1 43 per load.
44 door lintels, 15 feet long, 7 by 6 inches, white pine.....				
22 transom pieces, 14 feet long, 10 by 12 inches, white pine.....				
22 lintels, 14 feet long, 10 by 12 inches, white pine.....				
40 scantling, 20 feet long, 4 by 4 inches, white pine.....				
40 scantling, 20 feet long, 3 by 4 inches, white pine.....				
21 beams, 15 feet long, 12 by 9 inches, white pine.....				
24 braces, 20 feet long, 7 by 9 inches, white pine.....				
40 braces, 18 feet long, 7 by 9 inches, white pine.....				
4 bond timber, 34 feet long, 5½ by 12 inches, white pine.....				
36 wall plates, 30 feet long, 7½ by 12 inches, white pine.....				
36 bond timber, 30 feet long, 5½ by 12 inches, white pine.....				
16 gallery plates, 40 feet long, 5 by 12 inches, white pine.....				
729 perlines, 18 feet long, 6½ by 4 inches, white pine.....				
81 perlines, 20 feet long, 6½ by 4 inches, white pine.....				
34 rafters, 38 feet long, 15 by 9 inches, by 9 in., white pine.....				
2 rafters, 52 feet long, 15 by 9 inches, by 9 in., white pine.....				
Measuring 132, 000 feet, board measure.....				
94, 000 feet 1-inch white pine common cullings, in 16 feet lengths.....				
10, 000 ft. 2-inch white pine common cullings, in 16 ft. lengths.....				
25, 000 feet 1-inch white pine, prime, in 16 feet lengths.....				
38, 000 feet 2-inch.....do.....do.....				
6, 000 feet 1-inch white pine, merchantable, in 16 feet lengths.....				
5, 000 feet 2-inch.....do.....do.....				
2, 400 barrels wood-burnt lime.....				
840 barrels hydraulic cement, 300 pounds to barrel.....				
8, 900 barrels clean sharp building sand.....				
200 cart loads moulding sand.....				
Nov. 6	June 30	A. S. Burrows & Co.....		
Nov. 3	June 30	Lawrence Cement Company.....		
Nov. 3	June 30	P. Otterbeck.....		

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 3	1857. June 30	P. Otterback—Continued....	200 cart loads moulding sand for large castings.....	\$0 60 per load.....	Washington.
Nov. 8	June 30	R. Archer & Co.....	200 cart loads core sand, (15 bushels to the cart load).....	43 do	
			3,000 pounds assorted round bar iron, from $\frac{1}{4}$ to 2 inches diameter.....	3 $\frac{3}{4}$ per pound	
			3,000 pounds assorted flat bar iron, from $\frac{1}{4}$ to 1 inch thick, $\frac{1}{4}$ to 4 inches wide.....	3 $\frac{3}{4}$ do	
			15,500 pounds cut iron nails, from 3-penny to 40-penny.....	3 $\frac{3}{4}$ do	
			200 pounds 6-inch cut iron spikes.....	3 $\frac{3}{4}$ do	
			4,500 pounds assorted square cast steel, from $\frac{1}{4}$ to 2 inches, best quality.....	17 do	
Nov. 8	June 30	Harvey & Adams.....	550 pounds blister steel.....	7 $\frac{1}{2}$ do	
			100 tons No. 1 American pig iron.....	30 00 per ton.	
			6 dozen 16-inch hand smooth files.....	13 50 per dozen.	
			14 dozen 14-inch.....do.....	9 00 do	
			14 dozen 12-inch.....do.....	6 50 do	
			16 dozen 8-inch.....do.....	3 13 do	
			10 dozen 6-inch.....do.....	2 29 do	
			2 dozen 4-inch.....do.....	2 29 do	
			2 dozen 4-inch.....flat smooth files.....	1 88 do	
			1 dozen 14-inch.....do.....	7 50 do	
			1 dozen 12-inch.....do.....	5 25 do	
			6 dozen 10-inch.....do.....	3 69 do	
			6 dozen 8-inch.....do.....	2 70 do	
			4 dozen 6-inch.....do.....	1 88 do	
			6 dozen 16-inch half round smooth files.....	12 00 do	
			6 dozen 15-inch.....do.....	10 00 do	
			16 dozen 8-inch half round bastard files.....	2 12 do	
			6 dozen 6-inch.....do.....	1 50 do	
			2 dozen 4-inch.....do.....	1 50 do	
			4 dozen 16-inch round bastard files.....	9 67 do	
Nov. 11 Nov. 3	June 30 June 30	Jno. Wendell..... G. B. Hubbell & Co.....			

6 dozen 14-inch.....do.....	6 75	do
5 dozen 12-inch.....do.....	4 95	do
2 dozen 10-inch.....do.....	3 95	do
5 dozen 8-inch.....do.....	2 37	do
1 dozen 6-inch.....do.....	1 53	do
1 dozen 4-inch.....do.....	1 53	do
2 dozen 12-inch round smooth files.....	6 12	do
2 dozen 10-inch.....do.....	4 00	do
2 dozen 8-inch.....do.....	2 89	do
1 dozen 8-inch square bastard files.....	5 75	do
1 dozen 8-inch.....do.....	4 13	do
1 dozen 8-inch.....do.....	2 00	do
1 dozen 4-inch.....do.....	2 94	do
2 dozen 10-inch dead smooth files.....	7 89	do
2 dozen 8-inch.....do.....	5 40	do
2 dozen 6-inch.....do.....	3 76	do
2 dozen 4-inch.....do.....	1 67	do
2 dozen 6-inch.....potances files.....	1 67	do
2 dozen 4-inch.....do.....	2 27	do
2 dozen 6-inch superpotance files.....	1 89	do
2 dozen 4-inch.....do.....	5 50	do
2 dozen 6-inch.....warding files.....	3 63	do
10 dozen 14-inch half round smooth files.....	2 63	do
12 dozen 12-inch.....do.....	1 75	do
2 dozen 10-inch.....do.....	1 75	do
10 dozen 8-inch.....do.....	9 23	do
8 dozen 6-inch.....do.....	7 76	do
2 dozen 4-inch.....do.....	6 41	do
10 dozen 16-inch hand bastard files.....	4 39	do
10 dozen 15-inch.....do.....	3 08	do
40 dozen 14-inch.....do.....	2 19	do
20 dozen 12-inch.....do.....	1 65	do
16 dozen 10-inch.....do.....	1 63	do
14 dozen 8-inch.....do.....	7 65	do
8 dozen 6-inch.....do.....	5 17	do
3 dozen 4-inch.....do.....	3 71	do
2 dozen 16-inch flat bastard files.....		
12 dozen 14-inch.....do.....		
6 dozen 12-inch.....do.....		

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 3	1857. June 30	G. B. Hubbell & Co.—Con'd.	6 dozen 10-inch flat bastard files..... 12 dozen 8-inch do..... 6 dozen 6-inch do..... 3 dozen 4-inch do..... 1 dozen 16-inch half round bastard files..... 10 dozen 15-inch do..... 16 dozen 14-inch do..... 16 dozen 12-inch do..... 16 dozen 10-inch do..... 24 dozen 5-inch hand saw files..... 2 dozen 4½-inch do..... 10 dozen 4-inch do..... 2 dozen 3½-inch do..... 6 dozen 3-inch do..... 50 dozen 4-inch hack saw files..... 10 dozen 3-inch do..... 1 dozen 14-inch horse shoeing rasps..... 4 dozen warding files, from 2 to 4 inches..... 6 dozen 12-inch mill saw files..... 4 dozen 11-inch do..... 3,000 pounds pure white lead, in oil..... 5,000 pounds New Jersey white oxide of zinc, in oil..... 1,000 pounds do..... dry..... 50 pounds sulphate of zinc..... 3,000 pounds Blake's fire-proof paint, chocolate color..... 2,000 pounds Spanish brown, dry..... 2,000 pounds Spanish whiting, dry..... 700 pounds yellow ochre, dry..... 300 pounds litharge, dry..... 100 pounds chrome green, dry.....	\$2 63 per dozen... 1 88 do 1 38 do 1 38 do 8 55 do 7 20 do 5 84 do 4 16 do 2 82 do 1 08 do 93 do 84 do 77 do 77 do 1 13 do 1 04 do 5 84 do 1 34 do 3 71 do 3 08 do 10 per pound. 8½ do 8 do 10 do 3 do 1 do 1 do 3 do 9 do 20 do	Washington.
Nov. 3	June 30	Z. D. Gilman.....			

100 pounds chrome yellow, dry	20	do
50 pounds refined lamp black	20	do
20 pounds gum demar	30	do
1,000 gallons linseed oil	1 00	per gallon ..
200 gallons spirits turpentine	55	do
20 gallons copal varnish	2 00	do
10 gallons Smith & Stratton's demar varnish	2 00	do
4,000 lights best Baltimore glass, 10 by 12 inches, single	44	per light....
600 lights	10	do
200 lights	14	do
500 lights	12½	do
200 lights	17	do
200 lights	20	do
100 lights	16	do
36 gallons sweet oil	1 40	per gallon ..
1,200 gallons sperm oil	1 95	do
5,000 pounds old oakum, for wiping	7½	per pound....
500 pounds cotton waste	10	do
10 pounds red chalk	10	do
200 pounds white chalk	2	do
25 pounds white marine	25	do
12 pounds shoe thread	75	do
4 pound grey linen thread	1 00	do
1 pound wrapping twine	50	do
10 pounds whipping twine	45	do
1,000 pounds clean tallow	15	do
10 pounds flour of emery	15	do
20 pounds 2d cut emery	12	do
200 pounds Irish glue	1½	do
80 pounds gum shellac	24	do
8 pounds gum arabic	62	do
40 pounds refined borax	35	do
50 pounds antimony	20	do
6 dozen No. 4 short handled shovels	9 00	per dozen....
3 dozen No. 2	8 00	do
4 dozen short handled moulders shovels	9 50	do
2 dozen long handled shovels	7 00	do
20 pounds braziers' solder	45	per pound.
1 dozen double jointed two-foot rules	7 50	per dozen.

Nov. 8

June 30

Jos. L. Savage.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 8	1857. June 30	Joseph L. Savage.....	18 dozen corn brooms..... 5 dozen hickory brooms..... 6 boxes Mount Eagle tripoli, (35 pounds to the box)..... 8 boxes sperm candles, (240 pounds)..... 1 dozen spades..... 15 sides heavy belt leather..... 4 reams of sand paper, assorted..... 6 reams emery paper..... 25 gallons spirits of wine..... 6 dozen double dusters..... 1 dozen hand brushes..... 1 Harris' paint mill..... 2 palette knives, 14 inches in the blade..... 2 .....do.....7.....do..... 2 glaziers' diamonds..... 2 packages gold leaf, deep shade..... 10 dozen ground paint brushes, make of R. C. Smith, N. Y..... 10 .....do.....tools.....do.....do..... 4 dozen fitches, assorted..... 2 dozen painters' dusters, No. 5..... 1 gross camels' hair lettering pencils..... 1 dozen best glaziers' knives..... 1 Sullivan's indicator, steam for high pressure..... 3 tape lines, 100 feet long each..... 4 dozen 10-knot ceiling whitewash brushes..... 33 .....do.....whitewash brushes..... 3 dozen 8-knot.....do..... 8 braziers' bellows..... 2 No. 8 brass wire sieves..... 2 No. 4.....do.....	\$3 75 per dozen. 3 00 do 28 per pound. 48 do 7 50 do 9 00 per side. 2 75 per ream 6 00 do 80 per gallon. 6 50 per dozen. 3 50 do 4 00 each. 75 do 30 do 4 00 do 3 50 do 12 00 per dozen. 3 00 do 1 50 do 5 50 do 4 50 per gross. 3 00 per dozen. 75 00 each. 2 50 do 12 00 per dozen. 9 00 do 6 00 do 2 00 each. 1 75 do 1 75 do	Washington.

Nov. 7	June 30	Storer & Stephenson.	Nov. 7	June 30	Taylor & Maury
		10 barrels sour or condemned flour.....			7 50 per barrel.
		523 gross assorted iron screws, from No. 5 to 20, and from 4 to 3 inches.....			50 per gross.
		9 boxes patent brads, from $\frac{1}{2}$ to 2 inches, assorted.....			10 00 per box.
		3 dozen 5 feet long wrought iron tail bolts.....			8 00 per dozen.
		3 dozen 10 inches long wrought iron square spring bolts.....			5 00 do
		4 pairs, 4 by 4 inches, Baldwin's butt ninges.....			25 per pair.
		25 pairs, $3\frac{1}{4}$ by 3 inches.....do.....			20 do
		6 pairs, $2\frac{1}{4}$ by $2\frac{1}{4}$ inches.....do.....			15 do
		12 8-inch carpenters' rim locks, wrought frame.....			2 00 each.
		$\frac{1}{2}$ dozen trace chains.....			18 00 per dozen.
		$\frac{1}{2}$ dozen back chains.....			36 00 do
		20 steel squares.....			80 each.
		10 mouse hole anvils, (say 2,750 pounds).....			10 per pound.
		10 cast iron anvils, with steel faces, (say 3,000 pounds).....			8 $\frac{1}{2}$ do
		6 parallel vices, (bench).....			12 00 each.
		3 bench vices, large size, (75 pounds each).....			20 per pound.
		12 screw wrenches, assorted.....			2 00 each.
		1 dozen jointed compasses, 12 or 14 inches long.....			6 00 per dozen.
		3 hand vices.....			2 00 each.
		220 boxes bright leaded roofing tin, 14 by 20 inches, charcoal brand, Terne patent 1X.....			12 50 per box.
		2 dozen back saw blades.....			5 00 per dozen.
		1 dozen upright saw blades, 28 by $\frac{1}{2}$ inches.....			6 00 do
		10 reams cap paper, faint lined on 4 sides.....			3 50 per ream.
		6.....do.....do.....4 sides, with marginal lines.			6 50 do
		12 reams letter paper, faint lined on 3 sides.....			3 50 do
		10 reams envelope paper.....			3 00 do
		1 ream cap paper, for envelopes.....			2 75 do
		1 ream blank requisition books, per pattern, 3 and 4 quires.			12 00 do
		1 ream half monthly returns, per pattern, on white paper.			18 00 do
		4.....do.....reports.....do.....			28 00 do
		1 ream time books, in 4 and 6 quires.....			25 00 do
		1 ream pay rolls, ruled and printed to pattern.....			25 00 do
		1 ream blotting paper.....			3 50 per ream.
		5 quires double elephant drawing paper.....			4 50 per quire.
		4 quires antiquarian drawing paper.....			12 00 do
		1 quire single elephant drawing paper.....			2 50 do
		1 quire imperial drawing paper.....			2 50 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 7	1857. June 30	Taylor & Maury—Continued.	1 quire tracing paper, largest size..... 1 quire patent blotting paper..... 80 yards transparent tracing cloth..... 6 gallons black ink..... 2 gallons blue fluid..... 3 dozen small bottles carmine red ink..... 4 dozen penholders..... 24 dozen Faber's black lead pencils..... 8 dozen Faber's architectural crayons..... 3 dozen pieces red tape..... 1 dozen pieces paste..... 3 dozen pieces India rubber, (white)..... 12 penknives, (Rogers' & Wostenholm's, 4 blades)..... 3 erasers..... 5 dozen memorandum books..... 1 dozen muster books..... 4 dozen one-quire cap size blank books..... 4 dozen guard books, cap size..... 1 dozen sticks India ink..... 4 dozen inkstands..... 12 gross steel pens..... 500 quills, No. 40..... 1 pound red wafers..... 500 large size envelopes..... 500 letter size envelopes..... 100 note size envelopes..... 3 bundles soapstone pencils..... 1 ream bills of lading and invoices, per pattern..... 1 ream receipts and invoices, per pattern..... 3 reams blank bills.....	\$6 00 per quire. 70 do 25 per yard. 50 per gallon. 50 do 3 00 per dozen. 25 do 60 do 1 00 do 25 do 1 00 do 1 00 do 1 50 each. 25 do 1 50 per dozen. 2 50 do 6 00 do 12 00 do 3 00 do 6 00 do 1 50 per gross. 1 50 per 100. 75 per pound. 65 per 100. 50 do 50 do 50 per bundle. 13 00 per ream.	Washington.

[illegible]

5,000 pounds flat bar iron, 3 by 8 inch.....	10	do	50 per ton.
2,000 pounds flat bar iron, 2½ by 4 inch.....	10	do	15 per pound.
2,000 pounds best boiler iron, ⅝ inch thick.....	15	do	20 do
250 pounds Russia sheet iron.....	80	do	20 do
4 best quality mousehole anvils, 300 lbs. each, say 1, 200 lbs. 50 tons best American T railroad iron, in lengths of 20 feet, 40 lbs. to the yard, notched, and ready for laying.....	30	do	20 do
2,450 pounds square cast steel, from ¾ to 2 ins., as required.			8 do
250 pounds 1-inch cast steel, from ¾ to 2 inches, octagon.....			8 do
300 pounds ¾-inch cast steel, from ¾ to 2 do.....			20 do
450 pounds ¾-inch cast steel, from ¾ to 2 do.....			10 do
350 pounds English bilater steel.....			20 do
250 pounds German steel.....			10 00 per dozen.
300 pounds stonecutters' axe moulds.....			9 00 do
24 dozen flat bastard files, 14 inches.....			10 00 do
20 dozen hand bastard files, 14 inches.....			4 00 do
20 dozen hand bastard cut files, 12 inches.....			1 00 do
20 do.....do.....10 do.....			75 do
15 do.....do.....8 do.....			25 do
4 do.....do.....6 do.....			10 00 do
2 do.....do.....4 do.....			5 00 do
6 dozen half round bastard cut files, 14 inches.....			1 do
25 do.....do.....12 do.....			1 do
25 do.....do.....10 do.....			1 do
2 do.....do.....8 do.....			1 do
2 do.....do.....6 inch.....			3 00 do
2 do.....do.....4 inch.....			2 50 do
4 do.....round bastard cut files, 14 inch.....			2 00 do
4 do.....do.....12 inch.....			50 do
4 do.....do.....10 inch.....			4 00 do
4 do.....do.....8 inch.....			2 50 do
8 do.....hand smooth cut files, 12 inch.....			2 00 do
2 do.....do.....10 inch.....			1 00 do
8 do.....do.....8 inch.....			1 do
2 do.....do.....6 inch.....			12 00 do
2 do.....do.....4 inch.....			5 00 do
2 do.....do.....14 inch.....			4 00 do
25 do.....half round smooth cut files, 12 inch.....			
25 do.....do.....10 inch.....			

Nov. 7 June 30 Allyn, Rose & Cappa.....

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 7	1857. June 30	Allyn, Rose, & Capps—Con.	25 dozen half round smooth cut files, 8-inch 2..do.....do.....do.....6-inch 2..do.....do.....do.....4-inch 3..do.....do.....do.....14-inch 1..do.....do.....do.....16-inch 2..do..half round bastard cut files, 16-inch 2..do..square bastard cut files, 4-inch 4..do.....do.....do.....4-inch 4..do.....do.....do.....4-inch 10..do.....do.....do.....assorted, from 8 to 14 in. 2..do..square smooth files, 4-inch..... 2..do.....do.....do.....4-inch 2..do..three-square files, 10-inch..... 2..do.....do.....do.....8-inch 3..do.....do.....do.....6-inch 2..do.....do.....do.....3-inch 20..do..mill saw files, 14-inch 20..do.....do.....12-inch 4..do..round bastard files 4-inch 6..do.....do.....do.....4-inch 4..do.....do.....do.....4-inch 2..do..round smooth files, 4-inch 2..do.....do.....do.....4-inch 1..do..round files, assorted, from 4 to 4-inch, smooth 4..do..feather edge, smooth, assorted..... 4..do..feather edge, dead, smooth, assorted..... 4..do..knife edge, assorted files 4..do..knife edge, assorted, smooth files 6..do..ward, from 3 to 6 inches, files 2..do..hand, dead smooth, 12-inch files	\$3 00 per dozen .. 12 do 1 do 10 00 do 10 00 do 8 00 do 2 00 do 2 00 do 3 00 do 1 do 1 do 6 do 6 do 6 do 2 00 do 75 do 10 00 do 6 00 do 2 00 do 2 50 do 3 00 do 10 do 10 do 6 do 6 do 6 do 6 do 6 do 6 do 10 do	Norfolk.

Nov. 11	June 30	Jno. Wendell.....	1 do.....do.....8-inch files.....	10	do
			1 do..Stubb's hand smooth 8-inch files.....	10	do
			1 do.....do.....6-inch files.....	6	do
			1 do.....do.....4-inch files.....	6	do
			1 do..Stubb's dead smooth 8 inch files.....	16	do
			1 do.....do.....6-inch files.....	6	do
			1 do.....do.....4-inch files.....	96	do
			1 do..Stubb's half round, smooth 8-inch files.....	96	do
			1 do.....do.....6-inch files.....	6	do
			1 do.....do.....4-inch files.....	6	do
			1 do..Stubb's half round, dead smooth 8-inch files.....	6	do
			1 do.....do.....do.....6-inch files.....	6	do
			1 do.....do.....do.....4-inch files.....	6	do
			1 do..Stubb's three-square smooth 4-inch files.....	6	do
			1 do.....do.....do.....6-inch files.....	6	do
			1 do..Stubb's round smooth files, assorted.....	6	do
			1 do..Stubb's dead smooth files, assorted.....	6	do
			10 gross cross cut saw files, 8 and 10-inch.....	75 per gross.	
			10 gross hand saw files, 6½-inch.....	36 00	do
			15 gross saw files, 4-inch.....	36 00	do
			8 gross tenor saw files, 3½-inch.....	16 00	do
			4 gross wood rasps.....	2 00	do
			6 gross cabinet-makers' rasps.....	5 00	do
			600 gallons best winter-strained sperm oil.....	2 00 per gallon.	
			10 barrels fish oil (300 gallons).....	90	do
			75 gallons neatfoot oil.....	1 20	do
			800 gallons raw linseed oil.....	1 00	do
			40 gallons spirits turpentine.....	70	do
			3 gallons copal varnish.....	3 00	do
			12,000 pounds dry white lead.....	9 per pound.	
			80 pounds chrome green.....	20	do
			100 pounds Paris green.....	30	do
			100 pounds yellow ochre.....	3	do
			60 pounds lamp black.....	5	do
			500 pounds Spanish whiting.....	1½	do
			500 feet window glass, 8 by 10.....	9 per foot.	
			1,000 feet window glass, 10 by 12.....	12	do
			250 feet window glass, 12 by 14.....	12	do
			100 feet window glass, 16 by 22.....	18	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 11	1857. June 30	Jno. Wendell—Cont'd	100 feet window glass, 12 by 16..... 50 feet window glass, 12 by 18..... 150 feet window glass, 11 by 12..... 200 feet window glass, 11 by 16..... 200 feet window glass, 11 by 18..... 16 dozen best ground paint brushes, 0000	\$0 15 per foot. 15 do 10 do 12 do 12 do	Norfolk.
Nov. 7	June 30	R. W. Rose.....	4 dozen coarse paint brushes, 0000	10 00 per dozen.	
			10 dozen sash tools, assorted	8 00 do	
			4 dozen wire bound fitches.....	5 00 do	
			4 dozen stock brushes	3 00 do	
			5 dozen camels' hair pencils, assorted	8 00 do	
			1 dozen sable pencils, assorted.....	1 00 do	
			1 glaziers' diamond.....	1 00 do	
			2,500 pounds best tallow	10 00 each.	
			200 pounds spun cotton	20 per pound.	
			100 pounds cotton wick	1 do	
			8 dozen corn brooms	1 do	
			30 sides pump leather	6 00 per dozen.	
			1,200 pounds sperm candles	50 per side.	
			150 pounds old Castile soap.....	3 per pound.	
			20 barrels tar.....	1 do	
			10 barrels pitch.....	5 00 per barrel.	
			4 barrels turpentine	5 00 do	
			2 dozen ship scrapers.....	4 50 do	
			4 dozen iron-bound varnish brushes.....	8 00 per dozen.	
			3 dozen tar brushes, long handled.....	7 00 do	
			4 dozen hickory brooms.....	7 00 do	
			50 pounds thrums	25 do	
			1,500 pounds best white chalk	1 per pound.	
			20 pounds best red chalk.....	3 do	
				15 do	

12 dozen small size chalk lines.....	1 00 per dozen.
5 dozen large size chalk lines.....	1 50 do
1 dozen French grindstones, 4½ feet in diameter.....	1 00 each.
1 dozen best tape lines, 60 feet.....	30 00 per dozen.
1 dozen metallic tape lines, 60 feet.....	5 00 each.
2 hair brushes.....	2 00 do
6 reams No. 1 sand paper.....	5 00 per ream.
6 reams No. 2 sand paper.....	5 00 do
6 reams No. 1 emery paper.....	18 00 do
6 reams No. 2 emery paper.....	18 00 do
10 pounds No. 0 pulverized emery.....	25 per pound.
35 pounds No. 1 pulverized emery.....	25 do
35 pounds No. 2 pulverized emery.....	25 do
250 pounds best glue.....	50 do
300 pounds Banca block tin.....	20 06 per box.
2 boxes X tin, 14 by 30 inches.....	15 00 do
2 boxes X tin, 10 by 14 inches.....	25 per sheet.
10 sheets zinc, 12 by 16 inches.....	13 per pound.
2,000 pounds 3-pound sheet lead.....	1 do
20 pounds rivets and burrs, ½ inch long, white metal.....	25 do
40 large bench vices, solid box.....	3 00 each.
12 coal shovels.....	1 50 do
6 dozen Ames' No. 2 railroad shovels.....	10 00 per dozen.
10 yards black cotton velvet.....	50 per yard.
20 .....do.....cambrio.....	10 do
1 slice chisel, 3 inches.....	1 50 each.
1 set brace and bits.....	6 00 do
1 drawing knife.....	1 00 do
1 stock knife.....	1 00 do
2 hand saws.....	2 00 do
1 fore plane, double iron.....	1 50 do
1 jack plane, double iron.....	1 00 do
4 smoothing planes.....	1 00 do
4 inshaves.....	75 do
1 pair lever shears.....	1 25 per pair
2 pairs compasses.....	50 do
2 pairs flat plyers.....	50 do
2 pairs round plyers.....	50 do

Nov. 10 June 30 Griffith & Wilson.....

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 13	1857. June 30	Griffith & Wilcox—Cont'd..	3 pairs cutting plyers, Stabb's 1 set tinner's tools 1 set cooper'smith's heads 3 wire sieves 2 blockmaker's gouges, 1½ inch 2 ..do..... 1½ inch 2 ..do..... 1 inch 2 dozen ½ inch centre bits, with screws and cutters, sample. 4 ..do.. 1½ ..do..... 4 ..do.. 1 ..do..... 2 ..do.. ¾ ..do..... 4 ..do.. ¾ ..do..... 4 ..do.. 1½ ..do..... 2 2-foot rules, four fold 12 Ballard's planking jacks 12 cross-cut saws, 4½ to 5 feet long 12 mill saws, 7½ feet long, Hoe's make 2 circular saws, 26 inches 2 ..do..... 20 inches 2 dozen back saw blades, 18 inches long 4½ screw wrenches, sample ½ dozen ¾ gimlets ½ dozen ½ gimlets 2 dozen ½ inch bead planes 2 ..do..... ¾ ..do..... 2 steel squares ½ dozen large iron braces, without tits ½ dozen claw hammers 6 coppering hammers 1 gross ¾ inch augers, without screws, L'Honniedieu's ...	\$1 00 per dozen. 70 per set. 2 00 do 50 each. 50 do 75 do 50 do 6 00 per dozen. 7 00 do 8 00 do 5 00 do 7 00 do 6 00 do 2 00 each 10 00 do 3 75 do 7 50 do 10 50 do 6 40 do 3 00 per dozen. 2 00 each. 1 50 per dozen. 1 50 do 7 00 do 8 00 do 1 00 each. 3 00 do 50 do 50 do 36 00 per gross	Norfolk.

4 do. 1	do	37 00	do
6 do. 1	do	39 00	do
24 do. 1	do	39 00	do
20 do. 1	do	40 00	do
24 do. 1	do	41 00	do
18 do. 1	do	43 00	do
20 do. 1	do	43 00	do
10 do. 1	do	43 00	do
12 do. 1	do	43 00	do
6 do. 1	do	43 00	do
6 do. 1	do	43 00	do
4 do. 1	do	43 00	do
6 do. 1	do	44 00	do
1 do. 1	do	100 00	do
1 do. 1	do	100 00	do
6 do. 1	do	150 00	do
1 dozen drawer locks		3 00	per dozen.
2 dozen iron cupboard locks		3 00	do
1 dozen brass drawer locks		3 00	do
4 dozen brass cupboard locks		3 00	do
15 pair brass butt hinges, 3 inches		40	per pair.
10 do. 1	do	50	do
6 gross brass screws, 3 inch, Nos. 12, 13, 14, 15, 17		3 50	per gross.
3 do. 1	do	2 50	do
2 do. 1	do	2 00	do
4 do. 1	do	1 50	do
5 do. 1	do	90	do
4 do. 1	do	634	do
10 gross iron screws, 2 inch, Nos. 12, 13, 14, 15		1 00	do
8 do. 1	do	1 00	do
3 do. 1	do	1 00	do
3 do. 1	do	75	do
5 do. 1	do	45	do
5 do. 1	do	50	do
21,000 iron tacks, assorted, 4, 6, 8, 12, and 16 ounce		20	per M.
6 dozen black lead crucibles, Nos. 27 and 50		13 00	per dozen.
3 sets horse cart wheel boxes, 4 1/2 and 3 1/2 inches		75	per set.
3 sets ox cart wheel boxes, 6 1/2 and 5 inches		2 00	do
3 sets carry log wheel boxes, 7 and 5 1/2 inches		3 00	do

LIST OF CONTRACTS--Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. ov. 10	1857. June 30	Griffith & Wilson--Cont'd.	1 dozen iron clamp screws, per sample 1 do. club axes 4 do. spoke shaves 5 do. bench screws 1 do. turners' gouges 1 do. chisels 1 do. bow saw blades, 20 and 22 inches long 1 do. key hole saw blades 1 do. compasses 6 do. iron pad locks keys, to dipper 4 do. Hindostan oil stones, large size 6 quires imperial drawing paper, Whatman's 6 do. columbian do 4 do. medium do 6 do. double elephant do 6 do. elephant do 4 do. double elephant tracing paper 2 do. antiquarian paper 24 sheets Bristol boards 24 do. pasteboards 4 dozen pieces erasive rubber, red 1 pound unmanufactured India rubber 6 dozen best drawing pencils, assorted 1 gross drawing pencils, Faber's hexagon 2 do. Faber's common pencils, Nos. 1 and 2 12 reams ruled foolscap paper, 8 by 13 inches, per sample 12 do. do. common 6 do. ruled letter paper 4 do. ruled commercial paper 10 do. enveloping paper	\$24 00 per dozen. 12 00 do 6 00 do 9 00 do 6 00 do 5 00 do 4 50 do 1 50 do 3 00 do 3 00 do 6 00 do 2 50 per quire. 3 60 do 1 20 do 4 50 do 2 00 do 6 00 do 17 50 do 6 per sheet. 4 do 1 00 per dozen. 1 50 per pound. 50 per dozen. 7 00 per gross. 4 25 do 5 00 per ream. 3 00 do 4 00 do 2 00 do 3 50 do	Norfolk
Nov. 10	June 30	Vickery & Co			

Nov. 5	June 30	Peters & Reed.....	1 ream blotting paper.....	4 00	do
			6 6-quire blank books for semi-monthly reports.....	4 00	per book.
			35 quires blank forms, per pattern.....	1 50	per quire.
			1,000 quills, best quality.....	1 00	per 100.
			12 dozen German silver draughting tacks.....	25 00	per dozen.
			2....do... Newman's water colors, assorted.....	25 00	do
			4 gross best quality steel pens, assorted.....	1 00	per gross.
			8 dozen lithographic and mapping pens.....	50 00	per dozen.
			6 4-quire blank books, per sample.....	1 50	each.
			6 2-quire.....do.....	50 00	do
			4 pounds gum arabic.....	75 00	per pound.
			3 dozen pieces red tape.....	25 00	per dozen.
			1 gross memorandum books, medium size.....	15 00	per gross.
			1 dozen pocket diaries.....	3 50	per dozen.
			6 pieces narrow ribbon.....	25 00	per piece.
			6 pounds black sand.....	1 1/4	per pound.
			20 bottles black ink, quarts.....	25 00	per bottle.
			20 bottles red ink.....	10 00	do
			12 penknives, per sample.....	1 50	each.
			6 erasers, per sample.....	37 1/2	do
			96 yards best tracing cloth, widest size.....	37 1/2	per yard.
			20 gross large size envelopes.....	1 00	per gross.
			10 gross medium size envelopes.....	25 00	do
			8 gross note size envelopes.....	25 00	do
			150,000 pounds best timothy hay and clover.....	1 50	per lb.
			6 tons wheat straw.....	18 00	per ton.
			4,000 bushels hominy meal.....	70 00	per bushel.
			800 bushels oats.....	62 1/2	do
			3,000 bushels charcoal.....	16 1/2	do
			500 pounds best Russia hemp packing.....	per lb.	
			54 sides lacing leather.....	per side.	
			200 ft. double leather cemented & rivetted belting, 2 in. wide.....	per foot.	
			200.....do.....do.....	2 1/2	do
			200.....do.....do.....	2 1/2	do
			200.....do.....do.....	3 1/2	do
			200.....do.....do.....	4 1/2	do
			200.....do.....do.....	4 1/2	do
			200.....do.....do.....	5 1/2	do
Nov. 8	June 30	Albert Sawyer.....			
		This contract was not entered into.			
Nov. 14	June 30	John A. Higgins.....			
Nov. 5	June 30	Peters & Reed.....			

and for the width of 18 inches at one foot in from the back end. The bottom bed of each stone to be truly and evenly dressed, parallel to the top bed for two feet inward from the face of each header, and for a width of 18 inches at one foot from the back end. The two side joints are to be evenly and truly dressed at right angles to the top and bottom beds for two feet inward from the face end of each header, and for 18 inches wide at one foot in from the back end—that is, at one foot inward from the back end of each header, a belt of the width of 18 inches on the top; the bottom and the two sides are to be truly and evenly dressed, at right angles to each other, and in the same lines or planes as the front beds and joints.

A draft of one inch is to be cut around each end of the stone, showing full corners and square edges, which must continue of full dimensions to the gauge within.

The parts of the stone not specified to be dressed as above may be left rough, as split from the quarry, being of full dimensions. The dressing on the beds and joints of these headers must conform to samples of second class work.

Front and back stretchers, and counterfort stones for work under water

60 front stretchers, 8 feet long, 2 feet wide, and 2 feet high.

50 back stretchers, 8 feet long, 2 feet high, and 18 inches on the beds

34 counterfort stones, 6 feet 6 inches long, 2 feet high, and 18 inches on the beds

Total 3,783 cubic feet.....

The stretchers to be dressed according to the sample for second class work on the top and bottom beds, and on the two ends. The counterfort stones on the top and bottom beds, and on one end. The face and back, or the two sides of all the stones named, are to have a draft of one inch wide run around them, so as to show full corners and square edges, but the surface within the draft lines may be left rough as it was split from the quarry.

All the granite to be of good quality, and free from sap or cracks.

78 per cub. foot.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 10	1857. Aug. 10	Bodwell & Webster—Cont'd	The quality of the dressing of the headers and stretchers must be equal in every respect to the best samples that can be selected from a similar description of stone already furnished for the permanent wharf and deep basin, to be "lewisied" according to a drawing to be furnished.	.....	Pensacola.
Nov. 12	May 12	C P. Knapp	<p>10 pieces yellow pine, sawed 8 by 10 inches, 34 feet long..</p> <p>10.....do.....do... 8 by 10 inches, 40.....do</p> <p>10.....do.....do... 8 by 10 inches, 38.....do</p> <p>10.....do.....do... 8 by 10 inches, 17.....do</p> <p>103.....do.....do... 8 by 14 inches, 32.....do</p> <p>10.....do.....do... 8 by 14 inches, 12.....do</p> <p>48.....do.....do... 5 by 8 inches, 20.....do</p> <p>10.....do.....do... 6 by 12 inches, 38.....do</p> <p>Total 26,120 feet.</p> <p>2 pieces yellow pine, sawed 12 by 14 inches, 30 feet long, (70 feet)</p> <p>7 pieces yellow pine, sawed 12 by 14 inches, 49 feet long, (326 feet)</p> <p>16 round yellow pine piles, 65 feet long, and not less than 10 inches in diameter at top end</p> <p>430 round yellow pine piles, 60 feet long, and not less than 10 inches in diameter at the top end</p> <p>90 pieces yellow pine, sawed 3 by 8 inches, 23 feet long ..</p> <p>45.....do.....do... 3 by 9 inches, 20.....do</p> <p>155.....do.....do... 3 by 4 inches, 20.....do</p> <p>8.....do.....do... 4 by 6 inches, 10.....do</p> <p>2.....do.....do... 4 by 6 inches, 38.....do</p> <p>2.....do.....do... 4 by 6 inches, 22.....do</p> <p>4.....do.....do... 4 by 6 inches, 24.....do</p>	<p>\$15 00 per M feet.</p> <p>20 00 do</p> <p>20 00 do</p> <p>4 75 each.</p> <p>5 00 do</p>	

Nov. 16	May 16	W. E. Anderson.....	14.....do.....do...3 by 8 inches, 24.....do 19.....do.....do...3 by 10 inches, 22.....do 38.....do.....do...3 by 4 inches, 15.....do Total 10,487 feet. 25,000 feet yellow pine, sawed 3 by 4 inches, 30 feet long. 600 feet yellow pine, sawed 3 by 8 inches, 18 to 20 feet long. 7,000 feet yellow pine, sawed 3 by 12 inches, 40 feet long. 5,000 feet 2-inch plank, 12 to 16 inches wide, 18 to 20 feet long. 6,000 feet of 3-inch plank, 12 inches wide, 30 feet long. 750 feet of 1½-inch dressed flooring, tongued and grooved. 1,600 feet of 1½-inch dressed flooring, tongued and grooved. 15,000 feet of 1-inch boards, 12 to 16 inches wide, 18 to 20 feet long. 2,500 feet of 1-inch boards, 8 to 10 inches wide, 18 to 20 feet long. 1,000 feet of 2-inch seasoned ash plank. 1,000 feet of 3-inch seasoned ash plank. 500 feet of 4-inch seasoned ash plank. 2,000 feet of 1½-inch seasoned ash plank. 500 feet of 1-inch seasoned ash plank. 300 feet of ¾-inch mahogany, not less than 7 feet long. 300 feet of ¾-inch black walnut. 10 pieces hickory 8 feet long, 7 by 9 inches square. 4,000 feet 1-inch No. 2, clear-seasoned white pine boards. 2,000 feet 1½-inch No. 2, clear-seasoned white pine plank. 2,000 feet 2-inch clear-seasoned juniper plank, 12 to 16 inches wide. 1,000 feet 1-inch clear-seasoned juniper boards, 12 to 16 inches wide. 100 cypress posts 14 feet long, 7 inches in diameter at small end. 250 casks best stone lime. 2 barrels plaster of Paris, (600 lbs.) 1,500 cubic yards cockle shells, for concrete. 900 cubic yards cockle shells, for paving. 15,500 pounds best American iron, sizes as required, from 1 to 6 inches wide, and from ¼ to 1½ inch thick.	14 00 per M feet. 14 00 do 14 00 do 14 00 do 14 00 do 14 00 do 14 00 do 14 00 do 30 00 do 30 00 do 14 00 do 14 00 do 14 03 per M feet. 30 00 do 30 00 do 14 00 do 14 00 do 40 00 do 40 00 do 40 00 do 40 00 do 40 00 do 10 00 per 100 feet. 7 50 do 1 50 per piece. 65 00 per M feet. 65 00 do 24 00 do 24 00 do 1 50 each. 2 00 per cask. 3 per pound. 3 50 per cubic yd. 2 25 do 4½ per pound.
Nov. 13	May 16	C. P. Knapp.....		
Nov. 12	May 16	Jos. Wilkins.....		
Nov. 8	May 16	R. Archer & Co.....		

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 8	1857. May 16	R. Archer & Co.—Continued.	21,500 pounds best American iron, round and square, sizes as required, from $\frac{1}{2}$ to 3 $\frac{1}{2}$ inches in diameter..... 10,900 pounds best boiler iron, thickness as may be required..... 1,700 pounds best American sheet iron, sheets 8 feet long and 26 inches wide..... 12 sheets best Russia sheet iron, (144 lbs.)..... 1,000 pounds best quality 5 $\frac{1}{2}$ -inch railroad spikes $\frac{7}{8}$ wire..... 1,600 pounds best quality wrought iron spikes, 6 to 8 inch..... 8,000 pounds best quality iron cut nails, 4-penny to 40-penny..... 200 pounds best quality iron cut nails, 3-penny..... 100 pounds best quality finishing nails, $\frac{3}{4}$ to 2 inches..... 800 pounds best quality wrought iron nails, 6-penny to 20-penny..... 1,000 pounds lap-welded iron tubes, from 1 to 3 $\frac{1}{2}$ inches..... 1,850 pounds best quality cast steel, sizes as required..... 100 pounds best quality shear steel, sizes as required..... 200 pounds best quality English blister steel..... 48 dozen best quality 4-inch hand saw files..... 6 dozen best quality 6-inch hand saw files..... 3 dozen best quality 6-inch hand saw files..... 1 dozen best quality 14-inch wood files..... 1 dozen best quality 6-inch whipsaw files..... 1 dozen best quality 9-inch taper crosscut files..... 16 dozen best quality 14-inch flat bastard files..... 8 dozen best quality 12-inch flat bastard files..... 4 dozen best quality 13-inch flat bastard files..... 4 dozen best quality 10-inch flat bastard files..... 4 dozen best quality 14-inch half round bastard files..... 9 dozen best quality 14-inch half round bastard files..... 4 dozen best quality 12-inch half round bastard files.....	\$0 4 $\frac{1}{2}$ per pound. 6 do 6 $\frac{1}{2}$ do 15 do 5 do 6 do 4 $\frac{1}{2}$ do 4 $\frac{1}{2}$ do 4 $\frac{1}{2}$ do 8 $\frac{1}{2}$ do 25 do 20 do 20 do 18 do 85 per dozen. 1 08 do 1 47 do 5 85 do 1 70 do 2 37 do 5 75 do 4 13 do 4 88 do 2 94 do 6 50 do 4 63 do	Pensacola.
Nov. 17	June 30	Brand & Adams.....			
Nov. 10	June 30	J. H. Shurt & Co.....			

Nov. 10	June 30	J. B. Todd.....	
		3 dozen best quality 10-inch half round bastard files.....	3 13 do
		4 dozen best quality 12-inch fine cut bastard files.....	5 25 do
		2 dozen best quality 10-inch fine cut bastard files.....	3 69 do
		5 dozen best quality 12-inch rat-tail files.....	4 18 do
		3 dozen best quality 8-inch rat-tail files.....	2 13 do
		3 dozen best quality 8-inch fine cut rat-tail files.....	2 88 do
		3 dozen best quality 6-inch fine cut rat-tail files.....	2 00 do
		5 dozen best quality 13-inch safe edge fine cut files.....	5 75 do
		3 dozen best quality 10-inch 3-square fine cut files.....	3 63 do
		6 dozen best quality 12-inch crosscut saw files.....	4 13 do
		8,600 pounds best quality pure white lead, ground in oil, in kegs not less than 100 pounds each.....	54 per pound.
		100 pounds best quality red lead.....	9 1/2 do
		100 pounds best quality black paint.....	8 do
		1,500 gallons best quality pure linseed oil.....	1 18 per gallon.
		200 gallons best quality winter strained lard oil.....	1 00 do
		650 gallons best quality winter strained sperm oil.....	1 50 do
		100 gallons best quality coup oil.....	1 80 do
		10 gallons best quality neatsfoot oil.....	1 50 do
		10 gallons best quality olive oil.....	2 00 do
		40 gallons dubbing oil, for engine hose.....	1 50 do
		300 gallons best quality spirits turpentine, in tin cans.....	75 do
		10 gallons best quality Japan drying, in tin cans.....	2 50 do
		5 gallons best quality copal varnish, in tin can.....	2 75 do
		10 gallons best quality harness varnish, in tin can.....	3 00 do
		65 pounds best quality lampblack.....	10 per pound.
		235 pounds best quality Venetian red.....	8 do
		432 pounds best quality chrome green.....	30 do
		132 pounds best quality chrome yellow.....	25 do
		50 pounds best quality Turkey umber.....	15 do
		200 pounds best quality Spanish whiting.....	5 do
		830 pounds best quality yellow ochre.....	8 do
		10 pounds best quality Vandyke brown.....	20 do
		50 pounds best quality Prussian blue.....	1 00 do
		20 pounds best quality Terra de Sienna.....	20 do
		50 pounds best quality French yellow, dry.....	10 do
		80 ounces best quality Chinese vermilion.....	20 per ounce.
		700 lights best quality window glass, 12 by 16 inches.....	10 per light.
		700 lights best quality window glass, 10 by 12 inches.....	8 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 10	1857. June 30	J. B. Todd—Continued	400 pounds best quality oakum..... 410 pounds best quality fresh and clean rendered tallow..... 82 barrels raw tar, 28 gallons to a barrel..... 22 barrels coal tar, 28 gallons to a barrel..... 50 barrels raw turpentine, 28 gallons to a barrel..... 40 barrels pitch, 28 gallons to a barrel..... 100 sheets sheathing paper..... 300 pounds best hemp packing..... 250 pounds best quality cotton waste..... 80 pounds best quality glue..... 20 pounds best quality rotten stone..... 12 dozen paint brushes, No. 000000..... 1 dozen paint brushes, largest size..... 3 dozen paint brushes, assorted sizes..... 6 dozen sash brushes, assorted sizes..... 12 dozen whitewash brushes, No. 10, oak frames..... 4 dozen stock brushes..... 4 dozen scrubbing brushes, block, with long handles..... 3 dozen scrubbing brushes, block, with handles..... 2 dozen dusting brushes..... 1 dozen window brushes, with long handles..... 2 dozen horse brushes..... 1 paint mill, to be worked by hand..... 32 pounds best quality white vitriol..... 20 pounds best quality oil of vitriol..... 60 pounds best quality muriatic acid, in carboy..... 20 pounds best quality sal ammoniac..... 50 pounds best quality borax..... 50 pounds best quality crude antimony.....	\$0 09 per pound -- 12 do 3 50 per barrel. 3 50 do 3 50 do 3 00 do 3 per sheet. 16 per pound. 9 do 25 do 15 do 15 do 13 00 per dozen. 15 00 do 11 00 do 3 00 do 9 00 do 9 00 do 7 50 do 10 00 do 12 00 do 12 00 do 12 00 each. 10 per pound. 5 do 16 do 20 do 20 do 10 do	Pensacola.

25 pounds best quality emery powder, Nos. 19 to 13, as required.....	25	do
7 dozen best quality oak water buckets, iron bound.....	10 00	per dozen.
5 dozen best quality ash oars, 14 to 20 feet long, as required.....	10 00	do
2,000 best quality gunny bags.....	15	each.
8 sides pump leather, estimated weight 160 pounds.....	30	per pound.
12 sides lacing leather, estimated weight 150 pounds.....	35	do
6 sides harness leather, estimated weight 150 pounds.....	35	do
6 sides bellows leather, estimated weight 140 pounds.....	35	do
6 pairs of 36-inch smith's bellows.....	18 00	each.
1 large spatula or palette knife.....	1 00	do
6 pounds best quality iron pump tacks.....	25	per pound.
5 yards linen ticking 36 inches wide.....	35	per yard.
15 barrels sand for molding castings.....	1 50	per barrel.
4 ounces silver for lightning conductors.....	1 00	per ounce.
3 reams flint paper.....	2 75	per ream.
1 ream emery paper.....	6 00	do
10 pounds seizing twine.....	30	per pound.
10 pounds best quality linen sewing thread.....	1 50	do
10.....do.....shoe thread.....	75	do
10.....do.....sewing twine.....	65	do
10.....do.....seine twine.....	45	do
10.....do.....hemp packing twine.....	40	do
10.....do.....cotton packing twine.....	40	do
24.....do.....lamp wick.....	25	do
1 dozen long handled tar brushes.....	3 50	per dozen.
1 dozen short handled tar brushes.....	3	do
3 dozen hickory axe handles.....	3	do
1 dozen clump brushes.....	9	do
20 composition tins.....	25	each.
2 bolts hammock canvases.....	15 00	per bolt.
6 bolts cotton canvass, No. 8.....	6 00	do
2.....do.....No. 10.....	5 00	do
2.....do.....No. 1.....	18 00	do
150 yards ravens duck.....	25	per yard.
100 yards bagging.....	20	do
30 yards flax canvas.....	38	do
6 yards blue broad cloth.....	3 50	do
30 yards white muslin, 36 inches wide.....	10	do

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 10	1857. June 30	J. B. Todd—Continued.....	9 pieces bunting, red, white, and blue..... 2 dozen hooks and thimbles..... 1 dozen sail needles..... 1 dozen roping needles..... 1 dozen sewing needles..... 2 dozen chain hooks..... 6 serving mallets..... 6 marine spikes..... 2,000 copper nails..... 1 gross (144 boxes) friction matches..... 12 dozen best quality fish hooks, assorted sizes..... 3.....do.....fish lines..... 2 large stoves for coal or wood, with 60 feet pipe..... 6 coal grates..... 60 feet best iron stove pipe..... 10 dozen best quality corn brooms..... 8.....do.....bickery brooms..... 150 pounds best quality brown soap, (Colgate's)..... 25.....do.....castile soap..... 6 sacks fine salt, to contain 3 bushels each..... 5 sacks alum, to contain 3 bushels each..... 6 horn lanterns, large and strong..... 18 glass globe lanterns, with stout frames..... 50 pounds beeswax..... 20 pounds dried black moss..... 20 pounds worsted yarn..... 5 gallons alcohol..... 6 sheepskins, dressed in wool..... 1,000 unmanufactured goose quills..... 12 horse collars, per sample.....	\$5 00 per piece. 5 00 per dozen. 50 do 50 do 50 do 4 00 do 1 00 each. 1 00 do 1 00 do 2 00 per M. 2 50 per gross. 20 per dozen. 3 00 do 24 00 each. 12 00 do 20 per foot. 3 00 per dozen. 4 50 do 7½ per pound. 20 do 1 25 per sack. 2 00 do 1 50 each. 1 75 do 45 per pound. 10 do 45 do 1 50 per gallon. 2 00 each. 5 00 per M. 2 00 each.	Pensacola.

12 pairs best quality hames.....	1 00 per pair.
10 pounds gum camphor, refined.....	75 per pound.
60 pounds flaxseed.....	25 do
10 pounds pulverized poplar bark.....	20 do
25 pounds copperas.....	15 do
25 pounds sulphur.....	20 do
25 pounds saltpetre.....	20 do
25 pounds aloes.....	25 do
25 pounds glauber salts.....	10 do
10 pounds sage.....	25 do
5 pounds tobacco.....	25 do
5 pounds assafetida.....	20 do
8 pounds spirits hartshorn.....	5 00 do
1 gallon whiskey.....	50 per gallon.
1 bushel onions.....	3 00 per bushel.
1 ream cylinder paper.....	10 00 per ream.
10 yards hair cloth, width as required.....	2 00 per yard.
2 dozen tray wheelbarrows.....	4 00 each.
12 ship scrapers.....	75 do
20 yards cotton drilling.....	15 per yard.
20 yards fine blue flannel.....	38 do
2 dozen harness needles, (harnes-).....	20 per dozen.
3 dozen chalk lines.....	1 25 do
20 six-inch iron rim knob locks, brass works and keys.....	1 00 each.
45 eight-inch iron rim knob locks, brass works and keys.....	1 25 do
7 ten-inch store room locks, very strong.....	2 25 do
3 dozen 3 to 4-inch iron cupboard locks.....	2 00 per dozen.
4 dozen 3 to 4-inch brass padlocks.....	12 00 do
2 dozen 3-inch brass drawer locks.....	6 00 do
20 six-inch iron rim knob latches.....	50 each.
56 gross iron screws, from $\frac{1}{4}$ to 2 inches.....	70 per gross.
10 gross iron screws, from $2\frac{1}{2}$ to $3\frac{1}{2}$ inches.....	1 00 do
15 gross brass screws, from $\frac{1}{4}$ to 2 inches.....	3 00 do
7 dozen pairs parliament butt hinges, 5-inch.....	4 00 dozen pairs.
4 dozen pairs parliament butt hinges, 4-inch.....	3 00 do
2 dozen pairs brass butt hinges, from $\frac{1}{4}$ to 3 inches.....	2 50 do
3 dozen pairs brass thread escutcheons.....	50 per dozen.
20,000 iron brads, from $\frac{1}{4}$ to 2 inches.....	10 per M.
90,000 iron tacks, from 2 to 16 ounces.....	10 do

Nov. 17 June 30 Brand & Adams

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856, Nov. 17	1857, June 30	Brand & Adams—Contin'd	60,000 copper tacks, from $\frac{3}{8}$ to 1 inch..... 85 pounds sash cord 2 dozen sash pulleys..... 1 dozen best pattern monkey wrenches..... 4 hand vices 6 pairs hand pliers 1,150 pounds lead pipe, size as required..... 2,200 pounds sheet lead, thickness as required..... 1,800 pounds pig lead..... 1,750 pounds banca block tin 55 pounds brass wire, No. 6 to No. 14..... 55 pounds sheet brass, thickness as required..... 700 pounds sheet zinc, thickness as required..... 10 pounds copper bell wire 60 pounds iron wire, sizes as required..... 12 door bells, with fixtures, porcelain knobs..... 3 brass wire sieves, 20 inches diameter..... 3 cast iron pots, 8 inches diameter..... 3 pitch pots to hold 60 gallons each..... 3 grindstones, 4 feet diameter..... 12 cross cut saws, 5 feet long, best quality..... 2 cross cut saws, 5 $\frac{1}{2}$ feet long, best quality..... 7 whip saws, 7 feet long, best quality..... 12 dozen L'Hommedieu's ship augurs, say 1,000 eighths..... 10 platina points for lightning conductors..... 100 pounds hoop iron, sizes as required..... 100 pounds spelter solder..... 2 dozen Ames' cast steel shovels, with long handles..... 6 dozen Ames' cast steel shovels, No. 1, short handles..... 3 dozen Ames' cast steel spades, No. 1.....	\$0 60 per M..... 40 per pound. 2 00 per dozen. 24 00 do 1 00 each. 75 per pair. 10 per pound. 9 do 9 do 35 do 60 do 50 do 12 do 50 do 10 do 2 00 each. 1 00 do 75 do 12 00 do 10 00 do 4 50 do 4 50 do 7 00 dp 14 per eighth. 2 50 each. 4 per pound. 35 do 12 00 per dozen. 13 00 do 12 00 do	Pensacola.

SECRETARY OF THE NAVY.

Nov. 13	June 30	A. L. Avery	3 dozen Collins' best narrow axes, cast steel.....	14 00	do
			6 best quality cast steel, broad axes.....	30 00	do
			1 dozen cast steel hoes, Ame's make.....	9 00	do
			2 dozen cast steel broad hoes, Ame's make.....	8 50	do
			3 dozen crucibles, No. 50.....	30 00	do
			1 dozen crucibles, No. 35.....	20 00	do
			1 dozen Spear & Jackson's best hand saws.....	2 50	each.
			2 wood saws and frames best.....	1 00	do
			1 dozen best quality curry combs.....	1 00	per dozen.
			2.....do.....hatchets, with handles.....	9 00	do
			2.....do.....claw hammers, with handles.....	7 00	do
			6.....do.....harness buckles.....	1 00	do
			2.....do.....do.....needles.....	50	do
			2.....do.....do.....awls, with handles.....	1 00	do
			4.....do.....do.....shoe knives.....	3 00	do
			1.....do.....do.....bridle bits.....	12 00	do
			1.....do.....do.....iron rakes, long handles.....	12 00	do
			4.....do.....do.....steel pitchforks, long handles.....	12 00	do
			2 pairs best quality steel hand shears, like sample.....	3 00	per pair.
			12.....do.....do.....heavy trace chains.....	75	do
			5,000 pounds best quality iron short-linked proof chain, § to ½ inch length, as required.....	10	per pound.
			4,000 pounds best quality ½ inch iron chain, in 15 fathom shackles.....	9	do
			6 reams best quality regulation paper.....	5 00	per ream.
			10.....do.....do.....foolscap paper.....	4 00	do
			6.....do.....do.....Congress letter paper.....	4 50	do
			1.....do.....do.....envelope paper.....	5 00	do
			1.....do.....do.....note paper.....	4 00	do
			10 quires best quality blotting paper.....	35	per quire.
			2 dozen quart bottles Arnold's writing fluid.....	70	per dozen.
			2 dozen small bottles Harrison's carmine ink.....	3 00	do
			10 gross Gillot's genuine steel pens, in boxes of 12 each.....	2 40	per gross.
			10.....do.....do.....extra fine pens, in boxes of 1 gross each.....	4 00	do
			3 dozen self-adapting pen holders.....	2 00	per dozen.
			3 dozen mapping or architect pens.....	1 50	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 13	1857. June 30	A. L. Avery—Continued....	2 dozen A. W. Faber's best drawing pencils, HH 6.....do.....do.....do.....assorted..... 6 pieces best genuine India ink 5 dozen pieces Green's ink eraser..... 3.....do.....best India rubber..... 3 dozen best quality sable hair pencils..... 6 ivory handled erasing knives..... 12 best quality Rodgers & Sons' penknives..... 6 large inkstands, japanned..... 2 self-acting glass inkstands..... 6 dozen pieces red tape, $\frac{3}{8}$ inch wide..... 3.....do.....red silk taste, $\frac{3}{8}$ inch wide..... 20 sheets double elephant drawing paper, size 40 by 28 in.. 50 yards best quality tracing muslin..... 6 dozen memorandum books, sizes and style as required.. 2 dozen 4-quire blank books..... 4 dozen 3.....do..... 1 dozen 2.....do..... 4 6-quire full bound blank books, demy size, to be bound, ruled, and labelled like pattern..... 3 books for filing letters, bound like pattern..... 1 6-quire full bound blank receipt book, to be ruled, bound, and labelled like pattern..... 1 6-quire expenditure book, to be full bound, ruled, and labelled like pattern..... 3 log books of about 200 sheets each, size, printing, binding, ruling, and labelling, like pattern..... 6 parallel rulers, large size..... 5 pounds refined gum arabic..... 24 pieces mouth glue.....	\$1 00 per dozen. 1 00 do 50 per piece. 2 00 per dozen. 50 do 1 30 do 1 00 each. 1 25 do 75 do 2 00 do 1 00 per dozen. 2 00 do 50 per sheet. 75 per yard 3 50 per dozen. 10 00 do 8 00 do 6 00 do 7 75 each. 2 50 do 8 00 do 8 00 do 15 00 do 1 00 do 50 per pound. 2 00 per dozen.	Pensacola.

SECRETARY OF THE NAVY.

Nov. 13	June 30	C. P. Knapp.....	1 pound scarlet wafers.....	1 00 per pound.
			3,000 official size letter envelopes, 24 by 34 inches.....	6 00 per M.
			1,500 letter envelopes 54 by 34 inches.....	3 50 do
			10 sheets cross section drawing paper.....	25 per sheet.
			10 sheets Bristol boards, 20 by 27 inches.....	50 do
			1 team blank requisitions, printed and ruled, pattern.....	12 00 per ream.
			.....do.....do.....for workmen, pattern.....	12 00 do
			2 reams blank semi-monthly reports of master mechanics, printed and ruled to pattern.....	11 00 do
			3 reams blank daily reports, of various kinds, printed and ruled like pattern.....	11 50 do
			2 reams blank bills, printed and ruled like pattern.....	12 00 do
			1 ream blank invoices, printed and ruled like pattern.....	11 90 do
			200 sheets blank pay rolls, printed and ruled like pattern.....	16 00 do
			1 book for purser's receipts, printed, ruled, and bound like pattern, 4 to 6 quires.....	12 00 each.
			2 4-quire books, ruled and bound like pattern.....	4 00 do
			6 dozen metallic gum elastic bands, for filing letters.....	1 00 per dozen.
			1 lever, or spring stamp, for letters, to be made as directed.	10 00 each
			100 sheets printed rules and regulations, various kinds.....	50 00 per hundred
			6 dozen papers black sand.....	50 per dozen.
			500 clarified quills.....	3 00 per hundred
			3 large size, sheep bound, plain portfolios.....	2 00 each.
			2 American Almanacs, for 1857.....	3 00 do
			1 Nautical Almanac, for 1857.....	2 00 do
			2 reams heavy wrapping paper, large size.....	3 50 per ream.
			10 quart bottles Maynard & Noyes' black ink.....	75 per bottle.
			10 pint.....do.....do.....	50 do
			2 quires white blotting paper, patent.....	75 per quire.
			6 time books, 4 quires each, for master mechanics, like pattern.....	5 00 each.
			500 cords hard sound oak wood.....	3 50 per cord.
			600 cords sound pine lightwood.....	3 10 do
			65 tons (2,000 pounds) best fresh hay.....	26 00 per ton.
			2,000 bushels best quality fresh corn.....	85 per bushel.
Nov. 18	June 30	A. L. Avery.....		

Nov. 14	June 30	W. T. Seyward	8.....do.....7 ft. 8.....do.....17×8 in. 4.....do.....7 ft. 6.....do.....17×8 in. 8.....do.....8 ft. 10.....do.....13×13 in. 4.....do.....8 ft. 0.....do.....13×13 in. 4.....do.....6 ft. 8.....do.....13×8 in. 4.....do.....7 ft. 6.....do.....12×8 in. 20.....do.....6 ft. 3.....do.....15×8 in. 16.....do.....3 ft. 9.....do.....10×6 in. 56.....do.....4 ft. 4.....do.....10×5 in. 4.....do.....7 ft. 0.....do.....6×5 in. 8.....do.....4 ft. 0.....do.....22×15 in. 5 feet 0 lengths, 8×8 inches, making 348 lineal feet. 166,630 feet, board measure, timber, joist and scantling. 31,000.....do.....do.....undressed flooring 9,300.....do.....do.....boards 40,000.....do.....do.....planed, tongued and grooved, 6 by 14, superior quality. 268 round piles, 34 feet 148.....do.....26 feet 148.....do.....24 feet 148.....do.....20 feet 140 pieces timber, 36 ft., 14×14 20.....do.....40 ft., 17×14 20.....do.....40 ft., 14×14 46.....do.....41 ft., 12×12 24.....do.....36 ft., 12×12 10.....do.....16 ft., 12×12 400.....do.....26 ft., 12×3 60.....do.....20 ft., 12×3 325.....do.....8 ft., 12×4 72.....do.....16 ft., 12×4 4,200 feet white pine, 1-inch 42,850.....do.....do.....1-inch 17,450.....do.....do.....1½-inch 9,700.....do.....do.....1¼-inch 20,650.....do.....do.....2-inch	194 feet... 56 feet... 125 feet... 345 feet... 119 ft. 2 in. 348 lineal feet. undressed flooring boards planed, tongued and grooved, 23,776 feet. 188,260 ft., board measure. 94,850 feet.	2 00 do 1 50 do 1 75 do 87½ do 1 50 per cub. ft. 87½ pr lin'1 ft. 26 00 per M. 26 00 do 26 00 do 40 00 do 20 per lineal ft. 24 do 100 00 per M. feet.
Nov. 7	June 30	Samuel Merritt			
Nov. 10	June 30	C. H. Smith			

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles	Rates.	Navy yards where deliverable.
1856. Nov. 10	1857. June 30	C. H. Smith—Continued...	6,000 feet Port Orford cedar, 1-inch 1,250.....do.....1½-inch } 11,800 feet..... 2,000.....do.....2-inch } 2,550.....do.....2½-inch } 17,500 redwood boards, 14 feet lengths } 75,000.....do.....miscellaneous } 98,000 feet..... 5,500.....do.....clear.....	\$70 00 per M. feet. 30 00 do	Mare island.
Nov. 12	June 30	Martin Tarpey.....	1,700 barrels lime..... 30.....do...plaster of paris..... 18.....do...marble dust..... 760 pounds hair..... 120,000 laths..... 746 barrels hydraulic cement..... 900 cubic yards clean fresh-water sand..... 5,000 pounds American iron, 3½ by 1½..... 200 pounds round iron, ½..... 200.....do.....¾..... 1,000.....do.....1..... 400.....do.....1½..... 250.....do.....3 by 1½..... 1,800 pounds assorted iron, flat and round..... 600.....do...boiler iron..... 200.....do...rivets, iron..... 6 hemispherical pitch kettles, 4 feet diameter..... 100 pounds blister steel..... 400 pounds cast steel, from ½-inch to 1½-inch square..... 50.....do.....do.....1×4.....do..... 3 dozen flat bastard files, 14-inch..... 2.....do.....do.....12-inch..... 3.....do...half-round files.. 14-inch.....	2 80 per barrel. 4 50 do 6 50 do 5½ per pound. 6 00 per M. 3 00 per barrel. 1 90 per cub. yd. 5 per pound. 5 do 6 do 6 do 5 do 5 do 5 do 8 do 10 do 50 00 each. 15 per pound. 19 do 19 do 7 50 per dozen. 5 50 do 8 50 do	
Nov. 12	June 30	J. Y. Hallock & Co.....			

9 do.....	12-inch	6 50
1 do flat safe-edged files, 14-inch		10 00
1 do.....	12-inch	9 00
2 do smooth files, 12-inch		7 00
2 do half-round edge files, 12-inch		6 50
1 do.....	8-inch	4 00
2 do assorted rat-tail files, 8 to 14-inch		5 50
2 do.....	three-square files, 8 to 12-inch	4 75
3 do half-round and flat smooth files, 3 to 6-inch		3 00
10 do sash saw files, 3 inch		1 75
56 do hand-saw files, 4 1/2-inch		1 25
20 do.....	6-inch	2 00
20 dozen mill saw files, 12-inch		6 00
10 do.....	2 1/2-inch	15 00
10 dozen cabinet files, 12-inch		7 00
10 do.....	rasps, 12-inch	6 50
3 dozen rat-tail files, 6-inch		2 50
3 do.....	8-inch	3 00
5 dozen whip saw files		3 00
9,050 pounds white lead		10 1/4 per pound.
421 gallons bottled linseed oil		1 50 per gallon.
165 gallons spirits turpentine		1 50 do
2,050 lights of glass, 14 by 11		7 per light.
600 do.....	1 1/2 by 15	16 do
700 do.....	14 by 13	10 do
125 do.....	12 1/2 by 15	10 do
210 do.....	23 by 12	17 do
104 do.....	22 by 11 1/2	15 do
52 do.....	18 by 13 1/2	15 do
308 do.....	20 by 12	14 do
308 do.....	18 by 12	12 do
200 do.....	16 by 10	8 do
184 do.....	15 by 10	7 do
89 do.....	20 by 12 1/2	16 do
36 do.....	20 by 10	10 1/2 do
20 do.....	20 by 12	14 do
96 do.....	12 by 10	4 1/2 do
6 anvils, about 200 pounds each		13 1/2 per pound.
200 pounds sash cord		35 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 12	1857. June 30	J. Y. Hallock & Co—Con..	10 pounds emery 12 pounds copper wire..... 24 pounds blind staples..... 50 pounds China glue..... 1,512 pounds cut iron nails, 6-penny..... 3,000.....do.....10-penny..... 400.....do.....12-penny..... 400.....do.....20-penny..... 300.....do.....30-penny..... 400 pounds cut spikes, 6-inch..... 400.....do.....8-inch..... 2,200 pounds brads, 10-penny..... 800 pounds finishing nails, 6-penny..... 1,000.....do.....8-penny..... 1,600.....do.....10-penny..... 500 pounds rosehead nails, 12-penny..... 500.....do.....12-penny..... 500.....do.....20-penny..... 1 dozen wood axes, handled..... 54 dozen iron axle pulleys, 2-inch..... 18 dozen brass head nails..... 30 dozen iron coat and hat hooks..... 18 dozen 1-inch sash rollers..... 3 dozen brass plate buttons, 2-inch..... 3 dozen white porcelain knobs..... 3 dozen brass closet springs..... 6 dozen sash fastenings..... 12 dozen white porcelain knobs, 1½-inch..... 7 dozen patent outside blind fastenings..... 24 dozen knob latches, with white knobs.....	\$0 50 per pound. 75 do 75 do 35 do 5 do 5 do 5 do 5 do 5 do 5½ do 5½ do 6 do 6 do 6 do 16 do 10 do 10 do 10 do 18 00 per dozen. 1 50 do 15 do 60 do 50 do 1 00 do 1 25 do 1 50 do 3 00 do 1 00 do 2 00 do 9 00 do	Mare island.

3 dozen iron gate latches.....	3 00	do
1 dozen putty knives.....	3 50	do
2 dozen patent augers, $\frac{1}{2}$ -inch.....	5 00	do
2 .....do..... $\frac{3}{4}$ -inch.....	7 00	do
3 manure forks.....	1 50	each.
3 hay forks.....	1 25	do
5 leather balterns.....	4 50	do
2 shovels.....	1 50	do
6 cast steel hoes.....	75	do
18 brass lamp books.....	12 $\frac{1}{2}$	do
6 bells and bell pulls.....	2 00	do
36 bell cranks.....	16	do
114 mortise locks, 5-inch.....	25	do
6 mortise locks, with knobs, 5-inch.....	1 25	do
36 brass closet locks, 3-inch.....	50	do
24 rim locks, $\frac{1}{2}$ -inch.....	45	do
6 rim locks, 5-inch.....	4 00	do
12 flush brass bolts, 10-inch.....	75	do
6 flush brass bolts, 12-inch.....	62 $\frac{1}{2}$	do
1 Dado plane, $\frac{1}{2}$ -inch.....	2 00	do
1 Dado plane, $\frac{3}{4}$ -inch.....	2 25	do
2 bead planes, $\frac{1}{2}$ -inch.....	75	do
2 bead planes, 3-16-inch.....	87 $\frac{1}{2}$	do
2 bead planes, $\frac{1}{2}$ -inch.....	1 00	do
2 bead planes, $\frac{3}{4}$ -inch.....	1 12 $\frac{1}{2}$	do
2 scratch bead planes, 3-16-inch.....	1 00	do
2 scratch bead planes, $\frac{1}{2}$ -inch.....	1 00	do
1 O. G. plane, $\frac{1}{2}$ -inch.....	1 25	do
1 O. G. plane, $\frac{3}{4}$ -inch.....	1 50	do
3 spokeshaves.....	75	do
6 cross-cut saws, 4 feet each.....	2 50	do
1 small bench vise.....	4 50	do
1 small hand vise.....	2 00	do
18 pairs broad iron butt hinges, 5 $\frac{1}{2}$ by 5 $\frac{1}{2}$ -inch.....	62 $\frac{1}{2}$ per pair.	
6 pairs broad iron butt hinges, 5 by 5-inch.....	55	do
12 pairs broad iron butt hinges, 6 by 6-inch.....	75	do
84 pairs broad iron butt hinges, 4 by 4-inch.....	37 $\frac{1}{2}$	do
18 pairs broad iron butt hinges, 3 $\frac{1}{2}$ by 3 $\frac{1}{2}$ -inch.....	35	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1866. Nov. 12					
1867. June 30		J. Y. Hallock & Co.—Cont'd.	108 pairs narrow iron butt hinges, 34-inch..... 72 pairs narrow iron butt hinges, 3-inch..... 384 pairs narrow iron butt hinges, 24-inch..... 168 strap hinges, per sample..... 36 strap hinges, per sample, 12-inch..... 1 pair table planes..... 1 pair slide rabbits..... 1 pair beam scales and weights..... 400 papers finishing nails, assorted..... 72 gross 1-inch iron screws, No. 9..... 36 gross 14-inch iron screws, No. 10..... 18 gross 1-inch iron screws, No. 8..... 18 gross 14-inch iron screws, No. 12..... 18 gross 14-inch iron screws, No. 8..... 12 gross 1-inch iron screws, No. 8..... 24 gross 14-inch iron screws, No. 11..... 6 gross 1 1/2 inch iron screws, No. 13..... 288 square feet iron wire cloth, No. 4..... 74 reams sand paper, Nos. 2, 14, 1, 4, 0..... 2 sets worm augers, from 3 1/2 to 2 1/2 inch..... 35 grate bars, weighing about 1,500 pounds..... 6 cones for forming hoops, about 2,500 pounds, 34 feet long each..... 1 cone, 3 inches at top, 6 inches at bottom, 1 inch thick..... 1 cone, 5 inches at top, 8 inches at bottom, 1 inch thick..... 1 cone, 7 inches at top, 10 inches at bottom, 1 inch thick..... 1 cone, 8 inches at top, 12 inches at bottom, 1 inch thick..... 1 cone, 12 inches at top, 16 inches at bottom, 1 inch thick..... 1 cone, 15 inches at top, 20 inches at bottom, 1 inch thick..... 150 pounds aquafortis.....	\$0 12 1/2 per pair. 10 do 8 do 1 50 do 75 do 1 50 do 2 00 do 20 00 do 20 per paper. 33 per gross. 43 do 33 do 55 do 43 do 31 do 46 do 61 do 25 per foot. 4 50 per ream. 20 00 per set. 9 per pound. 8 do 9 each. 9 do 9 do 9 do 9 do 9 do 9 do 17 per pound.	Mare island.

Nov. 14	June 30	Hodge & Wood	
		500 pounds Manilla rope.....	16 do
		20 pounds cotton waste.....	14 do
		50 pounds packing yarn.....	28 do
		500 pounds iron chain, $\frac{3}{4}$ to $\frac{1}{2}$	10 do
		20 pounds Castile soap.....	20 do
		2 dozen whitewash brushes.....	24 00 per dozen.
		$\frac{1}{2}$ dozen horse brushes.....	10 00 do
		2 dozen corn brooms.....	7 00 do
		3 dozen hickory brooms.....	3 00 do
		6 dozen horse combs.....	3 00 do
		12 ox cards.....	4 00 do
		3 horse blankets.....	4 00 each.
		12 iron-bound stable buckets.....	12 00 per dozen.
		6 large sponges.....	1 00 per pound.
		50 bushels charcoal.....	75 per bushel.
		200 feet leather belting, 3 to 12 inches wide.....	11 per in. per ft.
		6 sides lacing leather.....	2 00 per side.
		100 gallons fish oil.....	85 per gallon.
		200 gallons winter strained sperm oil.....	2 00 do
		100 pounds tallow.....	12 per pound.
		12 reams superfine blue laid foolscap paper.....	4 00 per ream.
		2.....do.....Congress letter paper.....	4 50 do
		1.....do.....yellow envelope paper.....	5 00 do
		1.....do.....pink blotting paper.....	5 00 do
		1 roll tracing cloth, 18 inches wide.....	8 00 per roll
		1 dozen quart bottles Maynard & Noyes' ink.....	4 50 per dozen.
		1 dozen bottles carmine ink.....	4 00 do
		3 dozen accommodation pen-holders.....	25 do
		6 dozen Faber's round pencils.....	62 $\frac{1}{2}$ do
		2 dozen pieces India rubber.....	1 00 do
		3 dozen India rubber bands.....	50 do
		4 dozen time books, per sample.....	4 50 do
		12 gross steel pens.....	50 per gross
		1 gross red tape.....	4 50 do
		1,000 buff envelopes, assorted.....	4 00 per M.
		2 reams blue laid foolscap "Regulation, printed," per ream of printer's impression.....	14 00 do
		1 ream blank regulations, per sample.....	7 00 per ream.
		1 ream bill forms.....do.....	7 00 do

LIST OF CONTRACTS--Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Nov. 7 Nov. 11 Nov. 10	1857. June 30 June 30 June 30	C. B. Houghton. A. W. McPherson..... C. B. Grant.....	200 cords oak wood. 50 tons smith's coal. Cut stone, headers and stretchers, face measure.	\$9 90 per cord. 35 50 per ton. 4 55 per foot.	Mare Island.

No. 3.

Abstract or compendium of annual report from the Bureau of Ordnance and Hydrography, dated October 15, 1857.

Forward's estimates for ordnance for the United States Naval Observatory and Hydrographical office, for the Naval Academy, and for the Nautical Almanac.

Explains cause of excess in estimate for ordnance.

Buildings for the proper preservation of ordnance stores at the navy yards, estimates for.

Relative to the armaments for new screw frigates, and batteries for "Franklin" and "Cumberland."

Relative to the manufacture of shells at Washington navy yard.

Reports from commanders of squadrons, &c., show improvement in discipline, &c.

Practice of target firing and its results.

Estimates from superintendent of United States Naval Observatory, show reduction in amount, additional force required, &c.

Recommends annual appropriation to be applied to the purchase of saltpetre.

Reports of superintendent of Naval Academy and Board of Examiners upon the condition of that institution; recommendation for vessel with steam power for practice ship renewed.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 15, 1857.

SIR: I have the honor to forward herewith estimates of the amounts supposed to be necessary to meet the expenditures required for the fiscal year ending June 30, 1859, for ordnance and other articles connected with the armament of the navy; for hydrographical purposes and other objects under the immediate direction of the superintendent of the United States Naval Observatory and Hydrographical office; for the Naval Academy; and for the Nautical Almanac.

The estimate for ordnance purposes exceeds that of last year, in consequence of the advanced price of powder, and the necessity of providing a supply to be stored in the magazine which has recently been built at the navy yard Mare island, California. A large quantity of powder is also required for the heavy guns now in use on board some of the ships of the navy. The estimate is also increased by the sum asked for the purpose of supplying armaments and ordnance equipments for the new propeller sloops-of-war authorized to be built by act of Congress approved March 3, 1857.

Some of the navy yards still require convenient buildings for the preparation and preservation of ordnance stores. Estimates for such as are deemed necessary have been furnished to the Bureau of Yards and Docks.

All the cannon of large calibre for the new screw frigates have been cast and delivered, and the batteries for the "Franklin" and "Cumberland" are now in course of fabrication, and will be completed in a few months.

The casting and fitting of shells is still continued at the Washington navy yard; they are found to be of the best quality.

The reports of commanding officers of squadrons and single ships show an increased attention to the exercise of the great guns and preparation for battle. Target firing is extensively practiced with the best results, the men being now trained to fire with great accuracy, affording satisfactory evidence of skill in this branch of the service.

The letter from the superintendent of the United State Naval Observatory and Hydrographical Office, of the 30th July last, shows that a reduction of \$15,000 has been made in the estimates of that office, a balance being on hand from former appropriations to meet the requirements for the next fiscal year. He requests that a larger force be employed in the astronomical and hydrographical departments, the present number of officers being considered by him entirely inadequate to perform the duties required.

There is on hand, belonging to the navy, about three hundred thousand pounds of saltpetre. In the event of war the supply would be cut off; and I would recommend an annual appropriation, to be applied to the purchase of this article until the stock reaches two million pounds. It does not deteriorate by long keeping, and we certainly should not be left with so small a supply.

The reports of the superintendent of the Naval Academy and Board of Examiners, who attended the annual examination at that institution, are of the most satisfactory character. The discipline and course of instruction of the acting midshipmen is such as will insure to the navy a corps of officers capable of performing their duties in the most efficient manner. The report of the cruise of the practice ship also shows improvement by the students in seamanship and navigation.


I would again urge the propriety of having a larger vessel, with auxiliary steam power, for the practice ship, it being of the first importance that the acting midshipmen should be instructed in the use of machinery. When not employed for the annual cruise, she could always be ready as a despatch vessel, or be used for the purpose of instructing officers in practical gunnery, a very important branch of their profession.

I have the honor to be, sir, very respectfully, your obedient servant,

D. N. INGRAHAM,
Chief of the Bureau.

Hon. ISAAC TOUCHY,
Secretary of the Navy.

Summary of the estimates from the Bureau of Ordnance and Hydrography for the fiscal year ending June 30, 1859.

For what objects.		Amount estimated for year end'g June 30, 1859.	Am't appropriated for year ending June 30, 1858.
A. For pay and contingent expenses of the bureau.....		\$13,090 00	\$13,090 00
B. For pay of officers on ordnance duty.....		20,300 00	20,300 00
C. For ordnance and ordnance stores.....		348,000 00	304,000 00
Special—for arming five propeller sloops-of-war.....		250,000 00	
F. For the purchase of articles, and incidental expenses connected with the Naval Observatory and Hydrographical Office.....		47,160 00	62,160 00
G. For the pay of superintendent and officers on duty at the Naval Observatory and Hydrographical Office.....		31,000 00	37,000 00
H. For the erection, repair, &c., of buildings, and for contingent expenses at the Naval Academy.....		45,671 22	42,307 22
I. For the pay of officers, &c., at the Naval Academy.....		95,991 00	96,831 00
J. For Nautical Almanac.....		26,880 00	26,880 00
		878,092 22	602,568 22

D.—Statement of value of stores on hand, and values received and expended, from July 1, 1856, to June 30, 1857.

E.—Statement of amount and cost of labor, from July 1, 1856, to June 30, 1857.

K.—Statement of contracts for the year ending June 30, 1857.

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, Oct. 15, 1857.

A.

Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography for the year ending June 30, 1859.

For salary of chief of the bureau, per act of August 31, 1842, vol 5, sec. 3, page 579.....	\$3,500 00
For salary of one 4th class clerk, per act of March 3, 1853, pamphlet edition of laws, section 3, page 211.....	1,800 00
For salary of four 2d class clerks, including draughtsman, per act of March 3, 1853, pamphlet edition of laws, section 3, page 211, and act of April 22, 1854, pamphlet edition, page 276.....	5,600 00
For salary of messenger, per act of August 31, 1842, vol. 5, section 6, page 580, and act of April 22, and August 4, 1854, pamphlet edition of laws, and joint resolution of August 18, 1856.....	840 00
For wages of one laborer, per joint resolution of August 18, 1856, pamphlet edition of laws, page 145.....	600 00
	<u>12,340 00</u>
Appropriated for year ending June 30, 1858.....	<u>12,340 00</u>
<i>Contingent expenses.</i>	
For blank books, stationery, and for miscellaneous items	750 00
Appropriated for year ending June 30, 1858.....	<u>750 00</u>

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 15, 1857.

B.

Estimate of pay required for officers proposed to be employed on ordnance duty for the year ending June 30, 1859.

One captain, as inspector.....	\$2,800 00
One commander, as assistant inspector, charged with experiments in gunnery at the Washington navy yard.....	2,500 00
Ten lieutenants, as assistant inspectors, at \$1,500.....	15,000 00
	<u>20,300 00</u>
Amount appropriated for year ending June 30, 1858.....	<u>20,300 00</u>

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 15, 1857.

C.

Estimate of amounts that will probably be required for ordnance and ordnance stores, for labor, and for contingent expenses, for the year ending June 30, 1859.

For cannon	\$50,000 00
For gun carriages and gun carriage timber.....	30,000 00
For shells, and for fitting the same for service.....	30,000 00
For boat and field guns.....	17,500 00
For purchase of small arms and laboratory stores.....	50,000 00
For purchase of gunpowder.....	80,000 00
For labor at yards, besides that included above in cost of articles.....	70,000 00
For freight and transportation, printing, and contingent expenses of all kinds for ordnance purposes	20,500 00
	348,000 00
Amount appropriated for year ending June 30, 1858.....	304,000 00
* Excess	44,000 00
SPECIAL.	
For guns, gun carriages, and ordnance equipments, and stores complete for five screw propeller sloops-of-war.....	250,000 00

* This excess is caused by the increased price now asked for powder, and by the necessity of providing a supply, to be stored in the magazine which has recently been built at the navy yard, Mare island, California.

D. N. INGRAHAM, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 15, 1857.

D.

Statement of cost or estimated value of stores on hand at the several navy yards, July 1, 1856; of articles received and expended from June 30, 1856, to June 30, 1857; and of those remaining on hand July 1, 1857, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy yards	On hand July 1, 1856.	Receipts.	Expenditures.	On hand July 1, 1857.
Portsmouth	\$154,124 91	\$34,403 49	\$10,407 30	\$178,121 10
Boston	473,866 04	194,683 95	118,797 31	549,752 68
New York	551,376 92	257,901 08	151,592 01	657,685 99
Philadelphia	81,739 30	77,894 94	83,045 16	76,589 08
Washington.....	138,166 23	271,920 44	279,448 86	130,637 81
Norfolk	601,502 98	97,352 27	117,525 61	581,329 64
Pensacola.....	109,788 38½	864 52	5,355 04	105,297 86½
*Mare island	646 50			
On the lakes	38,746 48			38,746 48
Total	2,149,957 74½	935,020 69	766,171 29	2,318,160 64½

* No return of receipts and expenditures received from Mare island.

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 15, 1857.

E.

Statement of the number of days' labor, and cost thereof, from July 1, 1856, to July 1, 1857, at the respective navy yards, chargeable to the Bureau of Ordnance and Hydrography.

Navy yards.	No. of days' labor.	Cost of labor.	Average per day.
Portsmouth	2, 338½	\$4, 237 30	\$1 81
Boston	9, 515½	16, 526 90	1 74
New York	10, 008½	15, 632 19	1 56
Philadelphia	4, 755½	9, 617 68	2 02
Washington	26, 798	44, 888 34	1 67
Norfolk	25, 000	46, 005 31	1 84
Pensacola	317½	548 34	1 73
Mare island	11	46 00	4 18
Total	78, 744½	137, 502 06	1 72

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October 15, 1857.*

U. S. N. OBSERVATORY AND HYDROGRAPHICAL OFFICE,
Washington, July 30, 1857.

SIR: I have the honor herewith to submit estimates, marked ———, for the support of this office during the year ending June 30, 1859.

You will observe that the total amount called for by the estimate for the next fiscal year is \$47,160, or \$15,000 less than the amount appropriated for the year current. This difference arises from the balance of former appropriations remaining on hand under the 2d and 4th heads. It is sufficient, should Congress be pleased to authorize the extension landward of the meteorological investigations of the office, for inaugurating such extension, and for carrying it on during the year. Lawful authority so to use a part of it is asked for.

These balances arise chiefly from the circumstance that the working force of the observatory has been very much weakened, owing to which the publications of the office have fallen behindhand. The lithographer also is excluded.

The astronomical force is altogether inadequate to the duties to be performed, and the hydrographical force is not equal to the work required of it. A much larger force could, with marked advantage to the public service, be employed, and I earnestly urge an increase of it for both of these departments.

Respectfully, &c.,

M. F. MAURY,
Lieutenant U. S. Navy.

Captain D. N. INGRAHAM,
*Chief of the Bureau of Ordnance
and Hydrography, Washington.*

F.

Estimate of the amount required for the support of the United States Naval Observatory and Hydrographical Office for the fiscal year ending June 30, 1859.

For the purchase of nautical instruments required for the use of the navy; for the repairs of the same, and also of astronomical instruments; and for the purchase of nautical books, maps, and charts, and for backing and binding the same	\$18,000 00
For printing and publishing sailing directions, hydrographical surveys, and astronomical observations, and for extending landward the meteorological investigations of the observatory, in addition to the balance on hand.....	5,000 00
For continuing the publication of the series of the Wind and Current Charts, and for defraying all expenses connected therewith.....	18,000 00
For models, drawings, and copying; for postage, freight, and transportation; for keeping grounds in order; for fuel and lights, and for all other contingent expenses; and for the wages of persons employed at the United States Naval Observatory and Hydrographical Office, viz: one instrument maker, two watchmen, and one porter.....	6,160 00
	47,160 00
Amount appropriated for the year ending June 30, 1858	62,160 00

D. N. INGRAHAM, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY October 15, 1857.

G.

Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Observatory and Hydrographical Office for the fiscal year ending June 30, 1859, chargeable to the appropriation for the "pay of the navy."

One lieutenant, as superintendent.....	\$3,000 00
Ten lieutenants, at \$1,500 each	15,000 00
Six professors of mathematics, at \$1,500 each	9,000 00
One assistant observer, (civil).....	2,500 00
One clerk, (civil)	1,500 00
	31,000 00
Amount appropriated for the year ending June 30, 1858	37,000 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 15, 1857.

H.

Es-timate of the amount required for the erection and repairs of buildings for improvement and preservation of the grounds, and for contingencies, at the United States Naval Academy, for the fiscal year ending June 30, 1859.

For the removal of buildings from old to new ground, in accordance with the plan hitherto submitted and duly approved, and the repeated recommendations of boards of examiners	\$18,000 00
For grading the line of ground along and about which these buildings are to be placed	2,500 00
For repairing superintendent's quarters, a building erected, by all accounts, considerably upwards of a century ago, and now sadly out of order.	2,225 00
For keeping gas and steam works in repair.....	500 00
For repairs of all kinds	5,000 00
	<hr/> 26,225 00 <hr/>
<i>For the wages of the following persons :</i>	
Assistant librarian	700 00
Six watchmen, at \$1 37½ per day, each	3,011 22
One messenger.....	312 00
One attendant at recitation hall, \$18 per month	216 00
One attendant at laboratory, \$18 per month	216 00
One attendant at library building, the observatory, and chapel, \$18 per month ..	216 00
One head manager to superintend both gas and steam works, per day, \$2 25 ..	821 25
Two attendants at gas apparatus, at \$1 25 per day, each	912 50
Two attendants at steam apparatus, at \$1 25 per day, each	912 50
One mechanic, to superintend and be head workman at workshop, at \$1 75 per day	638 75
Ten laborers, to keep in order and attend students' quarters and public grounds, at \$10 per month, each.....	1,640 00
	<hr/> 9,596 22 <hr/>
<i>Contingent expenses.</i>	
For materials for heating and lighting the establishment.....	3,950 00
For the purchase of books for library	2,000 00
For stationery, blank books and forms	500 00
For furniture and fixtures for public buildings	2,000 00
For incidental expenses and repairs in the astronomical and philosophical departments.....	400 00
For all other incidental expenses, printing, freight	1,000 00
	<hr/> 9,850 00 <hr/>
Total amount required for the Naval Academy for year ending June 30, 1859...	45,671 22
Amount appropriated for year ending June 30, 1858.....	42,307 22

D. N. INGRAHAM, *Chief of the Bureau.*
BUREAU OF ORDNANCE AND HYDROGRAPHY, October 15, 1857.

I.

Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Academy for the fiscal year ending June 30, 1859, chargeable to the appropriation for the "pay of the navy."

One superintendent, (captain)	\$2,800 00
One commandant of midshipmen, (commander)	1,900 00
Three assistants for commandant of midshipmen, to aid in instructing in seamanship, practical gunnery, and for police duties, (lieutenants)	3,600 00
One surgeon	2,250 00
One chaplain	1,500 00
One professor of astronomy and navigation	1,500 00
One professor of mathematics	1,500 00
One professor of field artillery and infantry tactics	1,500 00
One professor of natural and experimental philosophy	1,500 00
One professor of English studies	1,500 00
One professor of the French language	1,500 00
One professor of the Spanish language	1,500 00
One professor of drawing and teacher of the art of defence	1,500 00
One assistant professor of astronomy, (lieutenant)	1,050 00
Three assistant professors of mathematics, (lieutenants)	4,500 00
Three assistant professors of English studies	3,500 00
One assistant professor of natural and experimental philosophy	1,000 00
One assistant professor of French	1,000 00
One secretary	1,250 00
One clerk to superintendent	700 00
One clerk to purser	500 00
One hundred and fifty acting midshipmen as students, at \$350 each	52,500 00
One gunner's mate	
One hospital steward	
One quarter gunner	
One coxswain to attend to boats	288 00
One steward for acting midshipmen's mess	288 00
One cook for acting midshipmen's mess	216 00
Two seamen—one to assist gunner's mate, and the other to keep mechanics' time, for police duties, &c.	576 00
One ordinary seaman to attend hospital	193 00
One master of the band	312 00
Six musicians of the 1st class	1,512 00
Five musicians of the 2d class	1,080 00
One drummer and one fifer, payable from the appropriation for the marine corps	432 00
	<hr/>
	95,991 00
	<hr/>
Amount appropriated for the year ending June 30, 1858	96,831 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 15, 1857.

J.

Estimate of the amount required for the American Ephemeris and Nautical Almanac for the fiscal year ending June 30, 1859.

For salaries of computers	\$16,250 00
For purchase of paper, printing, &c., in order to publish, in the year 1859, the Nautical Almanac for the year 1862, and for occasional printing, stationery, books, binding, &c.	3,630 00
For the twenty-four new planets discovered since 1849	3,000 00
For new planetary tables	1,000 00
For auxiliary tables	1,000 00
For extra editions of the volumes already published	800 00
Clerk	500 00
Contingent, including rent of office, fuel, servant hire, &c.	700 00
	<hr/> 26,880 00
Amount appropriated for the year ending June 30, 1858	<hr/> 26,880 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October 15, 1857.*

K.

Statement of contracts entered into by the Bureau of Ordnance and Hydrography, during the year ending June 30, 1857.

Names of contractors.	Articles contracted for.	Place of delivery.	Date of contract.	Expiration of contract.	Price.	Amount of contract.
E. J. du Pont de Nemours & Co.	Cannon and musket powder	Gosport	October 2, 1856.	January 1, 1857.	18 cts. per pound	\$13,140 00
Swift, Bliss, Greeley & Co. ....	.....do.....do.....	Charlestown..	October 8, 1856.	January 1, 1857.	18 cts. "	13,140 00
A. G. Hazard, President of Hazard Powder Co. ....	.....do.....do.....	Brooklyn	October 14, 1856.	January 1, 1857.	18 cts. "	13,140 00
Junius L. Archer	Nine-inch shell guns.....	Charlestown..	March 10, 1857.	June 1, 1857.....	7½ cts. "	16,200 00
Cyrus Alger & Co. ....	.....do.....do.....	Kittery	May 2, 1857	October 1, 1857.	7½ cts. "	20,250 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, October 15, 1857.

No. 4.

NAVY DEPARTMENT,
Bureau of Construction, &c., Nov. 19, 1857.

SIR: I have the honor to transmit herewith two copies of the annual estimates called for by your letter of the 19th August, 1857, accompanied by a report, with an abstract of the same.

Respectfully, your obedient servant,

JOHN LENTHALL,
Chief of the Bureau.

Hon. I. TOUCEY,
Secretary of the Navy.

BUREAU OF CONSTRUCTION, &c.

Estimates for the fiscal year ending 30th June, 1859.

NAVY DEPARTMENT,
Bureau of Construction, &c., November 19, 1857.

SIR: In compliance with your instructions, it is respectfully submitted that, in addition to the balance that may remain on hand at the close of the present fiscal year, which may not be liable for the then existing contracts, there will be required to maintain the ships of the navy, in condition for the fiscal year ending 30th June, 1859, with the increased number of men authorized at the last session of Congress, the sum of \$2,850,000, being \$27,000 less than the amount appropriated for the present fiscal year; the difference mainly arising from the different classes of ships to be repaired and the adoption of the lowest estimate.

For the completion of the steam sloop-of-war, authorized at the last session of Congress; and, in addition to the one million dollars already appropriated, the further sum of \$1,350,000 will be required, exclusive of the armament.

The deficiency in the number of the smaller classes of sailing vessels may be again brought to notice, arising from their decay and loss, and further by two of the sloop-of-war being used for purposes not immediately connected with this bureau, although their expenses are paid from its funds. The ordnance practice ship takes a sloop-of-war of the first class, and the Annapolis school ship another; and the alterations required to adapt them to those purposes interferes with their being used on any other service.

It will be perceived, from the statement of the expenditure from the "contingent" fund by this bureau, that most, if not all the objects therein enumerated, can be as readily estimated as other expenditures, and it is recommended that the appropriation for this object be included in that for "construction, equipment and repairs." This, it is thought, may be conducive to economy, making the responsibility

more direct than when such expenditures are drawn by several bureaus from a common fund.

Should this be approved, it will merely increase the sum above asked for, under the head of "construction, equipment and repairs," by the amount of \$50,000, and reduce to that extent the amount estimated for "contingent," leaving the latter fund solely for the legitimate objects of the department, and not to be used for purposes of this bureau.

The bureau of ordnance and hydrography has been permitted, for some years, to include its incidental expenses in its general estimate.

The wants of the service, and particularly the increase in the number of screw propeller steamers, will make an additional "dry dock" necessary at the principal yards, which would much facilitate the fitting of ships; for in many stages of their repairs it is impossible to remove them, however urgent may be the necessity; and, in time of war, one dock only at an important naval station would be seriously inconvenient, and even now great delays are experienced on that account.

The advantage of accumulating seasoned timber materials is so great that it is again brought to notice, together with that of providing sufficient protection for it, as it is upon the supply of the rough material that the efficiency of navy yards depend, however well they may be provided in other respects with workshops or machinery.

The inconvenience that has been experienced from the deficiency in crooked live-oak timber will, to a great degree, be remedied by the contracts that have been made for a further supply, and it has also been found necessary to increase the amount of coal for steamers' use on foreign stations.

I have the honor to be, very respectfully, your obedient servant,
JOHN LENTHALL,
Chief of the Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Abstract of Report of Bureau of Construction, &c.

Vessels in commission, with increased number of men, estimates slightly less than those for the last fiscal year.

Steam sloops, estimates for completion of.

Armed steamers of small class for coast defence, &c., also steam tugs for principal navy yards for towing vessels, &c., suggested.

Sailing vessels of small class, attention called to the decrease of.

Contingent fund for this bureau, suggestions for including it with the appropriation for construction, &c.

Suggests the construction of additional dry docks at the principal yards.

Timber materials, suggests the accumulation of.

Live-oak, want of certain prices will be remedied by existing contracts.

Coal on foreign stations, increased demand for.

A.

Estimate of the amount required for the expenditures of the Bureau of Construction, Equipment and Repair, for the fiscal year ending June 30, 1859.

For salary of chief of bureau, per act 31st August, 1842, volume 5, section 3, page 579, and act of March 3, 1855, volume 10, page 675.....	\$3,500 00
For salary of engineer-in-chief, per act of August 31, 1842, volume 5, section 4, page 577.....	3,000 00
For salary of chief clerk, (4th class,) per act of March 3, 1853, volume 10, page 210	1,800 00
For salary of seven clerks, (2d class,) per acts of March 3, 1853, volume 10, page 210, and of April 22, 1854, page 276	9,800 00
For salary of one clerk, (1st class,) per acts of March 3, 1853, and April 22, 1854.....	1,200 00
For salary of one messenger, per acts of August 31, 1842, volume 5, section 6, page 580, and of April 22, 1854, and August 18, 1856.....	840 00
For salary of two laborers—one for the bureau and one for the office of engineer-in-chief—per act August 18, 1856.....	1,200 00
	<hr/>
	21,340 00

Contingent expenses.

For blank books, binding, stationery, printing, and miscellaneous items.....	800 00
	<hr/>
	22,140 00
	<hr/>

B.

Estimate for pay of commission, warrant, and petty officers and seamen, including the engineer corps of the navy, required for vessels proposed to be kept in commission, including receiving vessels, for the fiscal year ending June 30, 1859.

Appropriation for the fiscal year ending June 30, 1858.....	\$2,899,117 00
Estimate for the fiscal year ending June 30, 1859	2,889,250 00
	<hr/>

C.

Estimate of the amount required for objects under the direction of this bureau, payable from the appropriation for construction, equipment and repair, for wear and tear of vessels in commission, including fuel for steamers and the purchase of hemp for the navy, for the fiscal year ending June 30, 1859.

Appropriation for the fiscal year ending June 30, 1858.		Estimate for the fiscal year ending June 30, 1859.	
Construction, &c	\$2,877,000 00	Construction, &c	\$2,850,000 00
Five steam sloops.....	1,000,000 00	Five steam sloops.....	1,350,000 00
	<u>3,877,000 00</u>		<u>4,200,000 00</u>

The excess arises in the estimate for the six steam sloops-of-war.

D.

Estimate of the amount required for the expenditures under the head of "enumerated contingent" for the fiscal year ending June 30, 1859.

Appropriation for the fiscal year ending June 30, 1858.	\$350,000 00
Estimate for the fiscal year ending June 30, 1859.....	<u>350,000 00</u>

RECAPITULATION OF ESTIMATES.

Civil.

Salaries.....	\$21,340 00
Contingent.....	800 00

Navy.

Pay of the navy	2,889,250 00
Construction, &c.....	4,200,000 00
Contingent enumerated.....	350,000 00

E.

Vessels in commission belonging to the navy on October 1, 1857.

Name of vessel.	Guns.	Men.	Where built.	Date.	Sailed.	What station.
SHIPS OF-THE LINE.						
Pennsylvania.....	120		Philadelphia.....	1837	-----	Receiving ship, Norfolk.
North Carolina.....	84		Philadelphia.....	1830	-----	Receiving ship, New York.
Ohio.....	84		New York.....	1820	-----	Receiving ship, Boston.
FRIGATES.						
Independence.....	56	550	Boston.....	1814	Oct. 10, 1854	Pacific.
Congress.....	50	400	Portsmouth.....	1841	July 16, 1855	Mediterranean.
St. Lawrence.....	50	400	Gosport.....	1847	Oct. 8, 1856	Brazil.
STEAMERS.						
Merrimack.....	50		Boston.....	1855	Oct. 17, 1857	Pacific.
Wabash.....	50		Philadelphia.....	1855	July 28, 1857	Home squadron.
Minnesota.....	50		Washington.....	1855	July 1, 1857	East Indies.
Niagara.....	12		New York.....	1855	April, 1857	Special service.
Mississippi.....	10		Philadelphia.....	1841	Aug. 19, 1857	East Indies.
San Jacinto.....	13		New York.....	1850	Oct. 25, 1855	East Indies.
Susquehanna.....	15		Philadelphia.....	1850	May 18, 1856	Special service.
Powhatan.....	9		Gosport.....	1850	Prepar'g for sea	East Indies.
Saranac.....	6		Portsmouth, N. H.....	1848	Oct. 9, 1857	Pacific.
Michigan.....	1		Erie, Pennsylvania.....	1844	-----	Lakes.
Fulton.....	5		New York.....	1837	Oct. 14, 1857	Home squadron.
Vixen.....	1		Purchased.....	1846	-----	Coast survey.
Arctic.....			Purchased.....	1855	-----	Special service.
Water Witch.....	2		Washington.....	1845	-----	

SLUOOPS.

Constellation.....	22	162	Gosport, (rebuilt).....	1855	Aug. 9, 1855	Mediterranean.
Plymouth.....	22	162	Portsmouth, N. H.....	1843	May 3, 1856	East Indies.
Plymouth.....			Boston.....	1843	July 6, 1857	Ordinance service.
Cumberland.....	22	162	Boston, (rebuilt).....	1842	June 23, 1857	Coast of Africa.
St. Mary's.....	22	162	Washington.....	1844	Oct. 14, 1853	Pacific.
German town.....	22	144	Philadelphia.....	1846	Aug. 4, 1857	China.
Saratoga.....	20	142	Portsmouth, N. H.....	1843	May 23, 1857	Home squadron.
John Adams.....	22	162	Norfolk, (rebuilt).....	1831	Oct. 25, 1854	Pacific.
Vincennes.....	20	142	New York.....	1826	Prepar'g for sea	Coast of Africa.
Cyane.....	20		Boston.....	1837	Sept., 1857	Home squadron.
St. Louis.....	20	142	Washington.....	1828	Nov. 10, 1855	Coast of Africa.
Levant.....	20	142	New York.....	1837	Sept., 1855	East Indies.
Falmouth.....	20		Boston.....	1827	Oct. 6, 1857	Brazil.
Vandalia.....	20		Philadelphia.....	1828	Prepar'g for sea	Pacific.
Decatur.....	16	104	New York.....	1839	June 16, 1854	Pacific.
Proble.....	16		Portsmouth.....	1839	June 15, 1857	Annapolis school ship.
Dale.....	16		Philadelphia.....	1839	May 4, 1857	Coast of Africa.

STORE AND RECEIVING SHIPS.

Alleghany.....			Pittsburg, Pennsylvania.....	1847	-----	Receiving ship, Baltimore.
Warren.....			Boston.....	1826	-----	Store ship, Mare Island.
Princeton.....			Norfolk, (rebuilt).....	1851	-----	Receiv'g ship, Philadelphia.
Fredonia.....			Purchased.....	1855	-----	Stationed at Valparaiso.
Supply.....			Purchased.....	1846	-----	Coast of Africa.

F.

Vessels in ordinary, repairing, equipping, &c.

Name of vessel.	Guns.	Where built.	Date.	Station.
<i>Ships-of-the-line.</i>				
Vermont	84	Boston	1848	Boston
Columbus	84	Washington	1819	Gosport
Delaware	84	Gosport	1820	do
<i>Frigates.</i>				
Constitution	50	Boston	1797	Portsmouth
United States	50	Philadelphia	1797	Gosport
Brandywine	50	Washington	1825	New York
Columbia	50	do	1836	Gosport
Potomac	50	do	1821	New York
Raritan	50	Philadelphia	1843	Gosport
Santee	50	Portsmouth	1855	Portsmouth
Sabine	50	New York	1855	New York
<i>Sloops.</i>				
Macedonian	22	Gosport, (rebuilt)	1836	Boston
Jamestown	22	Gosport	1844	Philadelphia
Savannah	22	New York	1842	New York
Marion	16	Boston	1839	Gosport
<i>Brigs.</i>				
Bainbridge	6	Boston	1842	Gosport
Perry	6	Gosport	1843	do
Fennimore Cooper	3	Purchased	1852	Mare island
Relief	6	Philadelphia	1836	New York
Release	2	do	1855	Boston
Dolphin	4	New York	1836	do
<i>Steamers.</i>				
Roanoke	50	Gosport	1855	Boston
Massachusetts	9	Transf'd from War Dep't. .....	.....	Mare island
John Hancock	2	Boston	1850	do
Despatch .....	.....	Purchased	1855	New York

G.

Vessels on the stocks and in progress of construction October 1, 1857.

<i>Ships-of-the-line.</i>	
Alabama	Kittery.
Virginia	Boston.
New York	Gosport.
New Orleans	Sackett's Harbor.
<i>Auxiliary steam frigates.</i>	
Franklin	Kittery.
Colorado	Gosport.
<i>Steamer.</i>	
Stevens' iron steamer	Hoboken, N. J.

H.

Abstract statement showing receipts and expenditures during the fiscal year ending June 30, 1857, and the value of all stores on hand at the various navy yards on the 1st July, 1857.

Navy yards.	On hand July 1, 1856.	Received.	Expended.	On hand July 1, 1857.
Kittery -----	\$666,408 86	\$198,652 00	\$113,375 36	\$751,685 50
Charlestown ---	1,435,463 20	655,610 47	560,273 28	1,530,800 39
Brooklyn -----	1,346,764 03	476,040 07	507,785 07	1,315,019 03
Philadelphia ---	469,393 70½	234,108 84	177,075 61	526,426 93
Washington ---	424,234 82	658,874 15	554,993 54	528,115 43
Gosport -----	1,508,239 47	441,793 22	384,074 41	1,565,958 28
Warrington ----	320,184 87	25,164 69	4,002 76	341,346 80
Total -----	6,170,688 95	2,690,243 44	2,301,580 03	6,559,352 36

I.

Statement of the number of days' labor and its cost from the 1st July, 1856, to the 30th June, 1857, for the respective navy yards for building, repairing, and equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.

Navy Yards.	Number of days' labor.	Cost of labor.	Average per diem.
Kittery -----	51,012	\$102,283 78	\$2 00
Charlestown ---	120,103	225,215 95	1 88
Brooklyn -----	231,055½	432,856 58	1 87
Philadelphia ---	142,187½	254,559 96	1 79
Washington ---	84,846	145,558 04	1 71
Gosport -----	185,353½	321,535 49	1 73
Warrington ----	4,410½	6,427 03	1 46
	818,968	1,488,736 83	1 82

NAVY DEPARTMENT,
Bureau of Construction, &c., November 19, 1857.

SIR: In conformity with the act of the 3d March, 1843, I respectfully transmit herewith duplicate abstracts of offers to furnish naval supplies coming under the cognizance of this bureau, exhibiting in scales from No. 1 to No. 8, inclusive, as well those which were rejected as those accepted, between the 21st October, 1856, (date of last report,) and the 19th November, 1857, and in conformity with the act of 21st April, 1808. I also transmit herewith duplicate lists of contracts made during the same period.

I have the honor to be, very respectfully, your obedient servant,
JOHN LENTHALL,
Chief of the Bureau.

HON. ISAAC TOUCY,
Secretary of the Navy.

No. 1.

Scale of offers to furnish live-oak timber, under advertisement from the Bureau of Construction, Equipment and Repair, of May 2, 1857.

No.	Bidders.	Charlestown	Brooklyn.	Philadelphia.	Gosport.
1	Brown & McGilvery.....	\$68,800 00	-----	-----	-----
2	G. W. Lawrence.....	83,150 00	-----	-----	-----
3	(I. J. Degraw.....		\$75,000 00	-----	-----
4	S. B. Grice.....	81,150 00	71,400 00	\$71,400 00	\$71,400 00
5	William Deale.....	-----	-----	75,000 00	75,000 00
6	David S. Walton.....	86,600 00	86,600 00	86,600 00	86,600 00
7	James Bigler.....	78,000 00	73,250 00	71,650 00	72,760 00
8	Elijah Swift.....	79,760 00	76,080 00	-----	72,740 00
9	W. C. N. Swift.....	69,280 00	69,280 00	69,280 00	69,280 00
10	Rodolphus N. Swift.....	63,550 00	62,600 00	63,550 00	62,600 00

Offer 10, of Rodolphus N. Swift, received on the 16th June, being after the time limited for the consideration of proposals and by direction of the department it was not entertained.

No. 2.

Scale of offers to furnish naval supplies at the navy yard, Kittery, Maine, under advertisement from the Bureau of Construction, Equipment and Repair, of May 25, 1857.

No.	Bidders.	Class 1.	Class 5.	Class 10.	Class 11.	Class 12.	Class 18.	Class 21.	Class 22.	Class 23.	Class 25.	Class 32.
		White oak logs.	Yellow pine plank stock logs.	White pine.	Ash, cypress, and white oak boards.	Locust.	Lignumvite.	Iron.	Spikes and nails.	Lead, zinc, and tin.	Hardware.	Hose.
1	Lynas D. Spalding	.....	.....	.....	.....	.....	.....	\$1,405 00	.....	.....	.....	.....
2	William Lang	.....	.....	.....	.....	.....	.....	1,394 50	.....	.....	.....	.....
3	Geo. W. Lawrence	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	James Gray	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	John Wendell	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	John A. Higgins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	J. Wesley Smith	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	McCombs & Brother.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Randy & Morris	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Samuel B. Grice	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	George T. Wallace	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Samuel P. Browne	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	D. S. Walton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Jas. N. McAlpine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	John H. Broughton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Bennet Fentress	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Timothy White	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Henry Buck	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Wm. Spere	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20	Jas. B. Garrison	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	Wm. White	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	Nathaniel K. Raynes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	Andrew D. Gerrish	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	A. Q. Wendell	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	G. A. Hammond	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	Isaiah Lewis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	Thos. Mount	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	W. E. Anderson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	John H. Bowie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	Robert Murray, Jr.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	David Bailey & Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Accepted.

Offer No. 3, of G. W. Lawrence, informal, no guarantors. Offer No. 4, of James Gray, for class 6, declined to execute contract, and awarded to next lowest.

No. 3.

Scale of offers to furnish naval supplies at the navy yard at Charlestown, Massachusetts, under advertisement from the Bureau of Construction, Equipment, &c., of May 23, 1857.

Number.	Bidders.	Class 1.	Class 3.	Class 4.	Class 6.	Class 7.	Class 8.	Class 9.	Class 10.
		White oak logs.	White oak promiscuous timber.	White oak keel pieces & rudder stocks.	Yellow pine plank stock logs.	Yellow pine beams.	Yellow pine mast and spar timber.	White pine mast timber.	White pine.
1	Nat. A. Coffin.				\$10,900 00				\$6,900 00
2	Henry B. Williams.								
3	Geo. W. Lawrence.	\$21,600 00	\$3,650 00	\$2,378 00	12,000 00			\$450 00	\$5,700 00
4	Aaron R. Gray.								
5	Wm. Lang.								
6	Horton, Hall & Co.								
7	John Wendell.								
8	John A. Higgins.								
9	J. Wesley Smith.	33,300 00	5,400 00		21,600 00	\$5,694 00		683 86	9,500 00
10	McCombs & Bro.								
11	Handy & Morris.								
12	Samuel B. Grice.	25,650 00	26,250 00	8,124 00	12,800 00	6,850 00	\$7,279 20	*234 40	12,050 00
13	Philander Ames.				28,000 00	9,750 00		1,582 00	10,300 00
14	George T. Wallace.	22,050 00	4,100 00	2,667 38	13,000 00	\$3,334 00	\$4,023 78		
15	Samuel P. Brown.	24,300 00	3,750 00	4,155 20	13,600 00	5,460 00	8,088 00		
16	D. S. Walton.	24,750 00	5,200 00	2,974 60	20,000 00				
17	Samuel Patterson.	29,250 00	7,750 00	20,480 00					
18	Mason Bros.								
19	James N. McAlpine.				14,000 00	3,510 00	5,661 60		
20	Morris & Tanner.								
21	Eyers & Fairbank.								
22	William Brand & Co.								

23	Bennet Pontres.....	22,500 00							
24	Edward H. Herbert		7,000 00	3,110 00	12,800 00				
25	Timothy White.....	918,900 00			11,200 00				
26	Henry Buck.....								
27	Wm. Spears.....	19,125 00	3,962 00	2,572 60					
28	Jas. S. Garrison.....	26,100 00	3,725 00	2,780 70	15,000 00	4,368 00			
29	Wm. White.....	23,625 00	3,740 00	2,938 00	13,200 00	3,666 00	4,852 80		
30	Nat. Dunn.....			2,437 20					
31	Joseph Young.....				13,800 00	4,251 00	7,199 31		
32	Matthew March.....								
33	Battelle & Rennick.....								
34	Thomas Mount.....								
35	Blanchard & Caldwell.....							809 42	
36	Wm. Haskins.....				12,400 00				
37	A. E. Cutler.....								
38	Southard, Herbert & Co.....								
39	Wm. E. Anderson.....				13,800 00				
40	S & E. Knight.....								
41	John H. Bowle.....								
42	Rich d N. Nichols.....								
43	Benjamin Follinger.....				13,600 00		9,705 00		
44	Robert Murray, jr.....				12,400 00				
45	David Risley & Co.....				11,200 00	3,510 00			
46	Joseph Westcott.....								
47	Spears, Burke & Co.....								

● Accepted.

Offer 13, of Philander Ames, for class 6, informal; received too late.



No. 3—Continued.

Number.	Bidders.	Class 11.	Class 12.	Class 13.	Class 14.	Class 15.	Class 16.	Class 18.	Class 21.
		Ash, cypress, white oak boards.	Black walnut, cherry.	Locust.	White ash oars & hickory butts.	White oak staves and heading.	Black spruce.	Lignumvita.	Iron.
1	Nat. A. Coffin	*\$1,525 00	*\$907 00	\$750 00	\$487 50	\$1,573 00	*\$930 00		
2	Henry B. Williams								
3	Geo. W. Lawrence	1,900 00	1,374 00	*600 00	685 00	5,045 00			
4	Aaron R. Gray								
5	Wm. Lang	2,140 00				2,900 00		*\$760 00	*\$6,810 50
6	Horton, Hall & Co.					*1,495 00		800 00	7,015 00
7	John Wendell								
8	John A. Higgins							1,460 00	
9	J. Wesley Smith	2,390 00	2,700 00			2,500 00			
10	McCombs & Bro.								
11	Handy & Morris								
12	Samuel B. Grice	1,950 00	2,050 00	1,200 00	775 00	1,550 00	6,620 00	4,000 00	11,115 00
13	Philander Ames	2,400 00	1,590 00	810 00	*285 00		1,057 00		
14	George T. Wallace								
15	Samuel P. Brown	2,200 00	2,385 00	870 00	540 00	2,500 00	1,120 00		
16	D. S. Walton	1,825 00		840 00	450 00				
17	Samuel Patterson	1,680 00		720 00	470 00				
18	Mason Bros.								
19	James N. McAlpine								
20	Morris & Tanner								
21	Eyars & Fairbank								7,645 00
22	Wm. Brand & Co.								
23	Dennet Fentress								
24	Edward H. Herbert								
25	Timothy White								
26	Henry Buck								

[illegible]

Accepted.

Offer 16, of D. S. Walter, for class 14, informal ; offers for part of a class.

No. 3—Continued.

Number.	Bidders.	Class 22.	Class 23.	Class 25.	Class 27.	Class 28.	Class 29.	Class 30.	Class 31.
		Spikes and nails.	Lead, zinc, and tin.	Hardware.	Paints, oils, &c.	Flax canvas.	Cotton can- vas.	Flax and oot- ton twine.	Glass.
1	Nat. A. Coffin								
2	Henry B. Williams								
3	Geo. W. Lawrence								
4	Aaron B. Gray								
5	Wm. Lang	\$1,003 80	\$2,530 00		\$2,898 57				\$693 35
6	Horton, Hall & Co.	\$947 00	\$2,467 50	\$1,787 34	\$2,581 75			\$116 50	676 80
7	John Wendell	1,257 00	2,533 25	1,810 20	2,715 85			129 50	
8	John A. Higgins								1,111 50
9	J. Wesley Smith								
10	McCombs & Bro.								
11	Handy & Morris	1,226 50							
12	Samuel B. Grice								
13	Philaander Ames								\$627 28
14	Geo. T. Wallace								
15	Samuel P. Brown								
16	D. S. Walton								
17	Samuel Patterson								
18	Mason Bros.						\$3,088 40	140 00	
19	James N. McAlpine								
20	Morris & Tanner								
21	Eyars & Fairbank								
22	Wm. Brand & Co.					\$5,377 00			
23	Bennet Fentress								
24	Edward H. Herbert								
25	Timothy White								
26	Henry Buck								

[illegible]

● Accepted.

[illegible]

Accepted.

No. 4—Continued.

Number.	Bidders.	Class No. 13.	Class No. 14.	Class No. 15.	Class No. 16.	Class No. 18.	Class No. 21.	Class No. 22.	Class No. 23.
		Locust.	White ash oars and hick- ory bars and butts.	White oak staves and heading.	Black spruce.	Logumvite.	Iron.	Spikes and nails.	Lead, zinc, and tin.
1	George W. Lawrence.								
2	Slote & Janes.								
3	James H. Sprague.								
4	Bowne & Hasbroke.								
5	William Lang.		\$492 00			\$3,490 00	\$14,880 67	\$1,062 50	
6	Campbell & Moody.								
7	Thomas W. Knight.						18,231 80		
8	William W. Campbell.								
9	William D. Kennedy.						15,736 80	1,116 00	\$2,850 40
10	John Wendell.		\$322 00						\$2,834 40
11	John A. Higgins.		916 00	\$2,370 00	\$1,260 00	4,275 00			
12	J. Wesley Smith.	\$2,200 00							
13	McCombs & Bro.								
14	Townsend & Co.								
15	Handy & Morris.						24,011 00	1,192 50	
16	Samuel B. Grice.	1,900 00	1,100 00	\$2,205 00	4,300 00	9,000 00			
17	George T. Wallace.								
18	Samuel P. Brown.	1,300 00	870 00	3,300 00	*875 00				
19	David S. Walton.	1,100 00							
20	Samuel Patterson.	1,200 00	535 00						
21	Mason Brothers.								
22	James N. McAlpine.								
23	Morris & Tanner.						16,923 30		
24	John F. Ireman.								
25	Thomas McCarty.								

26	William Brand & Co.....								
27	Lewis O. Southmayd.....								
28	James H. Slipper.....							19,903 90	1,119 30
29	Edward H. Herbert.....								
30	Timothy White.....								
31	Henry Ruck.....								
32	James S. Garrison.....								
33	William White.....								
34	Nat. Dunn.....			2,780 00					
35	Jacob W. Bogert.....								
36	Matthew March.....								
37	Battelle & Rennick.....								
38	Thomas Mount.....								
39	J. W. Delano & Co.....			\$1,100 00					
40	Southard, Herbert & Co.....								
41	James Bigler.....								
42	W. E. Anderson.....								
43	John H. Bowle.....								
44	Pearce & Sturdevant.....								
45	Richard M. Nichols.....							\$2,620 00	
46	Benjamin Trollinger.....								
47	Robert Murray, jr.....								
48	William N. Shakespeare.....								
49	Nathan Lane.....								
50	John J. Bloomfield.....								
51	David Risley & Co.....								
52	Joseph Westcott.....							1,030 00	
53	Speare, Burke & Co.....								
54	James Lealey, jr.....								

• Accepted.

No. 4—Continued.

Number.	Bidders.	Class No. 24.	Class No. 25.	Class No. 27.	Class No. 28.	Class No. 29.	Class No. 30.	Class No. 31.	Class No. 32.
		Pig iron.	Hardware.	Paints & oils.	Flax canvas.	Cotton canvas.	Flax and cotton twine.	Glass	Leather.
1	George W. Lawrence								
2	Slote & James								
3	James H. Sprague							\$818 20	
4	Bowne & Hasbroke								
5	William Lang			\$8,361 80				484 60	
6	Campbell & Moody								
7	Thomas W. Knight								
8	William W. Campbell								
9	William D. Kennedy			*7,135 35				*360 80	\$1,913 00
10	John Wendell	*\$2,100 00	\$2,688 98	7,631 50					2,064 00
11	John A. Higgins							775 40	3,905 00
12	J. Wesley Smith								
13	McCombs & Bro.								
14	Townsend & Co.	\$2,750 00							2,251 00
15	Handy & Morris	2,805 00							
16	Samuel B. Grioe								
17	George T. Wallace								
18	Samuel P. Brown								
19	David S. Walton								
20	Samuel Patterson								
21	Mason Brothers								
22	James N. McAlpine						330 00		
23	Morris & Tanner					*\$11,532 00			
24	John F. Brennan								
25	Thomas McCarty								2,268 50
26	William Brand & Co.								
27	Lewis O. Southmayd				*\$8,009 10				

[illegible]

Accepted.

No. 4—Continued.

Number.	Bidders.	Class No. 33	Class No. 34.	Class No. 35.	Class No. 37.	Class No. 38.	Class No. 39.	Class No. 40.	Class No. 41.
		Hose.	Brushes.	Bunting and dry goods.	Pitch, tar, and rosin.	Tallow, soap, and oil.	Ship chandlery.	Stationery.	Fire-wood.
1	George W. Lawrence								
2	Slote & James							\$922 34	
3	James H. Sprague								
4	Rowne & Hasbroke							908 02	
5	William Lang	\$3, 187 20							
6	Campbell & Moody								
7	Thomas W. Knight								
8	William W. Campbell								
9	William D. Kennedy		\$379 15		\$1, 146 25	\$2, 604 30	\$3, 509 45		
10	John Wendell	1, 027 00	380 00	\$711 38	\$1, 138 75	2, 792 94	3, 752 57		
11	John A. Higgins	1, 095 00	888 00	1, 150 15	1, 581 25	3, 887 90	6, 022 90		2, 870 00
12	J. Wesley Smith								1, 735 20
13	McCombs & Bro.	\$860 00							
14	Townsend & Co.								
15	Handy & Morris								
16	Samuel B. Grice								
17	George T. Wallace								
18	Samuel P. Brown								
19	David S. Walton								
20	Samuel Patterson								
21	Mason Brothers								
22	James N. McAlpine								
23	Morris & Tanner								
24	John F. Breman	1, 156 50				3, 287 44			
25	Thomas McCarty								\$1, 696 00
26	William Brand & Co.								
27	Lewis O. Southmayd								

28	James H. Slipper.....						
29	Edward H. Herbert.....						
30	Timothy White						
31	Henry Buck						
32	James S. Garrison.....						
33	William White.....						
34	Nat Dunn.....						
35	Jacob W. Bogert.....						
36	Matthew March.....	1,205 00					
37	Battelle & Bennick.....						
38	Thomas Mount.....						
39	J. W. Delano & Co.....						
40	Southern, Herbert & Co.....						
41	James Bigler.....					2,965 44	
42	W. E. Anderson.....						
43	John H. Bowie.....	1,010 00					
44	Pearce & Sturdevant.....		506 37				4,046 42
45	Richard M. Nichols.....						
46	Benjamin Trollinger.....						
47	Robert Murray, Jr.....						
48	William N. Shakespeare.....						
49	Nathan Lane.....						*805 80
50	John J. Bloomfield.....						840 70
51	David Risley & Co.....						
52	Joseph Westcott.....						
53	Speare, Burke & Co.....					3,023 44	
54	James Lesley, jr.....						

Accepted.

No. 5.

Scale of offers to furnish naval supplies at the navy yard, Philadelphia, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 23, 1857.

Number of offer.	Bidders.	Class 2.	Class 6.	Class 7.	Class 10.	Class 11.	Class 12.	Class 13.	Class 14.
1	Theodore Mosher	White oak plank.	Yellow pine plank stock legs.	Yellow pine beams.	White pine.	Ash, cypress, white oak boards.	Black walnut, cherry, mahogany.	Locust.	Whiteash oars and hickory bars & butts.
2	Mit hael Wise					\$1,575 00	\$1,044 72		
3	Paul J. Field								
4	Bigler & Wilt.				\$4,172 50	\$1,510 00	940 84		\$1,661 50
5	George W. Lawrence	\$7,040 00							
6	William Lang								825 00
7	James H. Sprague								
8	William D. Kennedy								750 00
9	John Wendell								
10	John A. Higgins								
11	J. Wesley Smith	10,000 00	\$8,000 00	\$3,198 65	4,850 00	1,950 00	2,292 60	\$1,250 00	2,350 00
12	McCombs & Bro.								
13	Handy & Morris								
14	Samuel B. Grice	8,400 00	6,000 00	2,460 50	4,635 00	1,575 00	1,578 80	900 00	925 00
15	George T. Wallace	7,080 00	6,200 00	1,919 19					
16	David S. Walton	9,540 00	8,000 00	2,952 60		1,662 50		*500 00	
17	Samuel Patterson	*6,120 00				1,675 00		545 00	875 00
18	Mason Brothers								
19	James N. McAlpine		7,000 00	2,312 87					
20	Morris & Tanner								
21	H. N. Easby		7,000 00						
22	William Brand & Co.								

23	Louis O. Southmayd.....																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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Accepted.

Offer No. 5, of J. W. Lawrence, informal; no guarantors.

No. 5—Continued.

Number of offer.	Bidders.	Class 18.	Class 21.	Class 22.	Class 23.	Class 25.	Class 27.	Class 28.	Class 29.
		Lignumvite.	Iron.	Spikes and nails.	Lead, zinc, tin.	Hardware.	Paints, oils, &c.	Flax canvas.	Cotton canvas.
1	Theodore Mosher								
2	Michael Wise								
3	Paul J. Field			\$435 00	\$770 00	\$868 87			
4	B. gler & Wilt								
5	George W. Lawrence								
6	William Lang	\$1, 190 00	*\$2, 681 71	\$348 25			\$2, 065 15		
7	James H. Sprague						1, 707 67		
8	William D. Kennedy						\$1, 641 86		
9	John Wendell			360 00	737 50	796 65	1, 748 49		
10	John A. Higgins	1, 500 00			\$697 00				
11	J. Wesley Smith								
12	McCombs & Bro.								
13	Handy & Morris			437 75					
14	Samuel B. Grice	2, 500 00	4, 445 99						
15	George T. Wallace								
16	David S. Walton								
17	Samuel Patterson								
18	Mason Brothers								
19	Jamur's N. McAlpine								\$989 15
20	Morris & Tanner		3, 123 56½						
21	H. N. Easby								
22	William Brand & Co.							\$1, 357 00	
23	Louis O. Southmayd								
24	William S. Doughton								
25	Edward H. Herbert								
26	Timothy White								
27	Henry Buck								
28	James S. Garrison								

29	Nat. Dunn.....								
30	Hardy & Brenner.....								
31	James McAllister.....	1,050 00		379 60	724 50	*725 55			
32	Matthew March.....								
33	Battelle & Rennick.....								
34	Thomas Mount						1,816 70		
35	Henry Irwin.....								
36	James Bigler.....								
37	W. E. Anderson.....								
38	W. S. McCalister.....								
39	Richard M. Nichols.....	*1,000 00							
40	Benjamin Trollinger.....								
41	Robert Murray, jr.....								
42	William N. Shakespeare.....								
43	David Risley & Co.....								
44	Speare, Burke & Co.....								
45	James Lesley, Jr.....					688 32			

* Accepted.

Offer 45, for class 25, informal; received too late.

No. 5—Continued.

Number of offer.	Bidders.	Class 30.	Class 31.	Class 32.	Class 33.	Class 35.	Class 37.	Class 38.	Class 39.
		Flax and cotton twine.	Glass.	Leather.	Hose.	Bunting and dry goods.	Pitch, tar, rosin.	Tallow, soap, oil.	Ship chandlery.
1	Theodore Mosher								
2	Michael Wise			\$795 00			\$1,267 60	\$408 50	\$118 75
3	Paul J. Field			645 00	\$442 50				
4	Bigler & Wilt								
5	George W. Lawrence								
6	William Lang								
7	James H. Sprague		\$506 20						
8	William D. Kennedy	\$72 50	228 00	480 00			\$772 20	\$282 00	
9	John Wendell	\$71 50	\$211 60	507 00	420 00	\$352 82	797 20	319 50	\$79 37
10	John A. Higgins		391 00	952 50	502 50	1,014 10	1,223 00	506 00	178 00
11	J. Wesley Smith								
12	McCombs & Bro.			540 00	\$375 00				
13	Handy & Morris								
14	Samuel B. Grice								
15	George T. Wallace								
16	David S. Walton								
17	Samuel Patterson								
18	Mason Brothers								
19	James N. McAlpine								
20	Morris & Tanner								
21	H. N. Easby								
22	William Brand & Co.								
23	Louis O. Southmayd								
24	William S. Doughton								
25	Edward H. Herbert								
26	Timothy White								
27	Henry Buck								
28	James S. Garrison								

[illegible]

Accepted.

Offer No. 32, of M. March, for class 32, declined to execute a contract and awarded to next lowest.

No. 6.

Scale of offers to furnish naval supplies at the navy yard Washington, D. C., under advertisement from the Bureau of Construction, Equipment, &c., of May 23, 1857.

Number.	Bidders.	Class 10.	Class 11.	Class 12.	Class 21.	Class 22.	Class 23.	Class 24.	Class 25.	Class 27.
		White pine.	Ash cypress.	Black wal- nut.	Iron.	Spikes and nails.	Lead, zinc, and tin.	Pig iron.	Hardware.	Paints and oils.
1	Thompson & Oudesluyts									
2	Harvey & Adams				\$2,271 00	\$366 00	\$11,575 00	\$1,340 00	\$236 00	
3	Wm. Lang				2,160 68 ³ / ₄	\$347 00				\$911 00
4	Theodore Mosher	\$1,740 00	\$1,107 00	\$140 00						
5	Wm. D. Kennedy									
6	James H. Sprague									
7	Bigler & Wilt	1,947 00	1,491 00							
8	John Wendell					368 50				
9	John A. Higgins							3,805 00	239 00	721 75
10	Townsend & Co.							4,500 00		1,013 00
11	Handy & Morris				2,988 75	407 75				
12	David S. Walton	2,560 00	1,535 00							
13	Sam'l Patterson		1,529 50							
14	Morris & Tanner				2,234 00					
15	H. N. Eashy	1,848 00	1,280 00							
16	E. M. Lenthicum									
17	Clotworthy & Flint									
18	Hazlett McKim									
19	Jos. L. Savage					370 75	\$11,512 00	3,796 00	240 76	772 60
20	J. Z. D. Gilman									
21	Kayser, Foxwell & Co.				\$2,070 75					
22	Ulysses B. Ward	1,828 79	1,918 92	188 98						
23	Evan Pickrell	1,770 50	1,456 00	156 50				\$3,337 10		

[illegible]

Accepted.

Offer No. 1, of Thompson & Oudesluyts, for class 24, informal; offers for only part of class.

Offer No. 22, of U. B. Ward, declined to execute a contract, and awarded to next lowest.

No. 6—Continued.

Number	Bidders.	Class 31.	Class 37.	Class 38.	Class 39.	Class 43.	Class 44.	Class 45.	Class 46.	Class 47.
		Glass.	Pitch, tar, and rosin.	Tallow, soap, and oil.	Ship chandlery.	Tank and galley iron.	Chain iron.	Ingot copper.	Sand and straw.	Miscellaneous.
1	Thompson & Oudealuys.	-----	-----	-----	-----	-----	-----	-----	-----	\$538 00
2	Harvey & Adams	-----	-----	-----	-----	-----	-----	-----	-----	-----
3	Wm. Lang	-----	-----	\$727 72	-----	-----	-----	-----	\$242 50	-----
4	Theodore Mosher	-----	-----	-----	-----	-----	-----	-----	-----	-----
5	Wm. D. Kennedy	*\$159 00	*\$43 50	*570 70	\$109 00	-----	-----	-----	-----	-----
6	James H. Sprague	373 00	-----	-----	-----	-----	-----	-----	-----	-----
7	Bigler & Wilt	-----	-----	-----	-----	-----	-----	-----	-----	-----
8	John Wendell	-----	44 00	619 95	123 00	-----	-----	-----	-----	615 00
9	John A. Higgins	291 00	70 00	890 20	154 50	\$4,970 00	\$5,635 00	\$34,700 00	-----	843 00
10	Townsend & Co.	-----	-----	-----	-----	-----	-----	-----	-----	-----
11	Handy & Morris	-----	-----	-----	-----	-----	-----	-----	-----	-----
12	David S. Walton	-----	-----	-----	-----	-----	-----	-----	-----	-----
13	Sam'l Patterson	-----	-----	-----	-----	-----	-----	-----	-----	-----
14	Morris & Tanner	-----	-----	-----	-----	-----	\$3,127 50	-----	-----	-----
15	H. N. Esby	-----	-----	-----	-----	-----	-----	-----	-----	-----
16	E. M. Linthicum	-----	-----	-----	-----	-----	-----	-----	-----	538 00
17	Clotworthy & Flint	-----	854 63	-----	-----	-----	-----	-----	-----	-----
18	Hazlett McKim	-----	-----	-----	-----	-----	-----	-----	-----	-----
19	Jos. L. Savage	-----	-----	-----	*104 00	-----	-----	25,450 00	-----	*536 40
20	J. Z. D. Gilman	-----	-----	687 15	108 00	-----	-----	-----	-----	-----
21	Keyser, Foxwell & Co.	-----	-----	-----	-----	*5,607 50	-----	-----	-----	-----
22	Ulysses B. Ward	-----	-----	-----	-----	-----	-----	-----	-----	-----
23	Evan Pickrell	-----	-----	-----	-----	-----	-----	-----	-----	-----
24	Battelle & Rennick	238 00	-----	-----	-----	-----	-----	-----	-----	-----
25	David Keener	-----	-----	-----	-----	-----	-----	24,740 00	-----	-----

[illegible]

● Accepted.

No. 7,

Scale of offers to furnish naval supplies at the navy yard, Gosport Va., under advertisement from the Bureau of Construction, Equipment, &c., of May 23, 1857.

Number of offer.	Bidders,	Class 1.	Class 6.	Class 10.	Class 11.	Class 12.	Class 14.	Class 16.	Class 18.
		White oak logs.	Yellow pine plank stock logs.	White pine,	Ash, cypress, white oak boards.	Black walnut, cherry, mahogany.	Whiteash oars and hickory bars & butts.	Black spruce.	Lignumvita.
1	Allyn, Rose & Capps								
2	Theodore Mosher			\$6,915 00	\$1,903 50	\$2,044 00			
3	William Lang						\$2,650 00		\$600 00
4	John E. Tunis			7,072 00	1,965 00	2,320 00			572 50
5	Vickery & Co.								
6	W. P. Griffith								
7	Thos. W. Knight		\$2,300 00						
8	Griffith & Wilson								
9	Bigler & Wilt			\$6,550 00	2,116 00	2,068 00	3,593 50		
10	James H. Sprague								
11	Wm. D. Kennedy								
12	John Wendell								
13	John A. Higgins						1,980 00		600 00
14	J. Wesley Smith	\$6,000 00	3,900 00	7,500 00	3,700 00	3,620 00			
15	McCombs & Brother								
16	Handy & Morris								
17	Samuel B. Grice	5,000 00	3,200 00	9,125 00	2,910 00	2,400 00			
18	George T. Wallace	2,950 00	1,975 00		2,145 00			\$4,225 00	2,000 00
19	Samuel P. Brown			8,650 00				\$954 00	
20	David S. Walton	4,200 00	3,800 00		2,640 00				
21	Samuel Patterson	4,900 00			2,448 00				
22	Mason Brothers						2,000 00		

23	James N. McAlpine	3,900 00	2,250 00						
24	Morris & Tanner								
25	Wm Brand & Co.			1,012 50				2,250 00	
26	Edward H. Herbert								
27	Timothy White	3,200 00	2,200 00						
28	James T. Borum								
29	James S. Garrison	3,475 00	2,350 00						
30	William White		1,900 00						
31	Matthew March								
32	Battelle & Rennick								
33	Stoakley & Dally	3,000 00	1,950 00						
34	Samuel Ethredge	3,500 00	8,000 00						
35	Southard, Herbert & Co.								
36	Henry Irwin							1,759 20	
37	James Bigler		7,350 00				1,960 00		
38	W. E. Anderson		3,100 00						
39	John H. Bowie								
40	Richard M. Nichols								2,460 00
41	Benjamin Trollinger		2,500 00						
42	Wm. N. Shakspeare	4,500 00							
43	David Risley & Co.		2,550 00						
44	Joseph Westcott							1,138 50	
45	Spoare, Burke & Co.								
46	Peters & Reed								
47	James Lesley, Jr.		7,195 00	1,974 00			1,930 00		

* Accepted.

No. 7.

Scale of offers to furnish naval supplies at the navy yard, Gosport Va., under advertisement from the Bureau of Construction, Equipment, &c., of May 23, 1857.

Number of offer.	Bidders.	Class 1.	Class 6.	Class 10.	Class 11.	Class 12.	Class 14.	Class 16.	Class 18.
		White oak logs.	Yellow pine plank stock logs.	White pine.	Ash, cypress, white oak boards.	Black walnut, cherry, mahogany.	Whiteash oars and hickory bars & butts.	Black spruce.	Lignumvite.
1	Allyn, Rose & Capps								
2	Theodore Mosher			\$36,916 00	\$1,903 50	\$2,044 00			
3	William Lang						\$2,650 00		\$600 00
4	John E. Tunis			7,072 00	1,965 00	2,320 00			572 50
5	Vickery & Co.								
6	W. P. Griffith		\$2,300 00						
7	Thos. W. Knight								
8	Griffith & Wilson								
9	Bigler & Wilt.			\$6,550 00	2,116 00	2,068 00	3,593 50		
10	James H. Sprague								
11	Wm. D. Kennedy								
12	John Wendell						1,980 00		
13	John A. Higgins								600 00
14	J. Wesley Smith	\$6,000 00	3,900 00	7,500 00	3,790 00	3,620 00			
15	McCombs & Brother								
16	Handy & Morris								
17	Samuel B. Grice	5,000 00	3,200 00	9,125 00	2,910 00	2,400 00	5,400 00	\$4,225 00	2,000 00
18	George T. Wallace	2,950 00	1,975 00		3,146 00				
19	Samuel P. Brown			8,450 00				\$954 00	
20	David S. Walton	4,200 00	3,800 00		2,640 00				
21	Samuel Patterson	4,900 00			2,448 00		2,000 00		
22	Mason Brothers								

23	James N. McAlpine.....	3,900 00	2,250 00			
24	Morris & Tunner					
25	Wm Druid & Co.....					
26	Edward H. Herbert.....			1,912 50		2,250 00
27	Timothy White.....	3,200 00	2,200 00			
28	James T. Borum.....	3,475 00	2,350 00			
29	James S. Garrison.....		2,190 00			
30	William White.....					
31	Matthew March.....					
32	Battelle & Rennick.....					
33	Stoakley & Daily.....	3,000 00	1,950 00			
34	Samuel Etheredge.....	3,500 00	3,000 00			
35	Southard, Herbert & Co.....					
36	Henry Irwin.....					1,759 20
37	James Bigler.....		7,350 00	1,960 00		
38	W. E. Anderson.....		3,100 00			
39	John H. Bowin.....					
40	Richard M. Nichols.....					450 00
41	Benjamin Trollinger.....		2,500 00			
42	Wm. N. Shakspeare.....	4,600 00				
43	David Risley & Co.....		2,550 00			
44	Joseph Westcott.....					1,138 50
45	Spoare, Burke & Co.....					
46	Peters & Reed.....			1,974 00	1,930 00	
47	James Lesley, Jr.....		7,195 00			

Accepted:

No. 7—Continued.

Number of offer.	Bidders.	Class 21.	Class 22.	Class 23.	Class 25.	Class 27.	Class 28.	Class 29.	Class 30.
		Iron.	Spikes and nails.	Lead, zinc, tin.	Hardware.	Paints, oils, &c.	Flax canvas.	Cotton canvas.	Flax and cotton twine.
1	Allyn, Rose & Cappe.....	\$4,744 00	\$215 00	\$1,830 00	\$3,105 05				
2	Theodore Mosher.....								
3	William Lang.....	4,451 90	\$168 00			\$4,894 60			
4	John E. Tunis.....								
5	Vickery & Co.....								
6	W. P. Griffith.....								
7	Thomas W. Knight.....								
8	Griffith & Wilson.....	4,826 00	216 00	\$1,229 00	\$2,519 00				
9	Bigler & Wilt.....								
10	James H. Sprague.....								
11	Wm D. Kennedy.....			2,560 00		\$4,426 20			\$240 00
12	John Wendell.....		180 00	2,533 00	2,761 40	4,612 70			\$208 00
13	John A. Higgins.....	5,554 00	361 00	2,595 00	4,386 50	5,436 50			560 00
14	J. Wesley Smith.....								
15	McCombs & Brother.....								
16	Handy & Morris.....	7,090 00	253 00						
17	Samuel B. Grice.....								
18	George T. Wallace.....								
19	Samuel P. Brown.....								
20	David S. Walton.....								
21	Samuel Patterson.....								
22	Mason Brothers.....							\$98,923 20	240 00
23	James N. McAlpine.....								
24	Morris & Tanner.....	5,044 00							
25	William Brand & Co.....						\$23,459 75		
26	Edward H. Herbert.....								
27	Timothy White.....								
28	James T. Borum.....								

29	James S. Garrison.....						
30	William White.....						
31	Matthew Marsh.....						
32	Battelle & Rennick.....			4, 874 05			
33	Stoakley & Dally.....						
34	Samuel Etheredge.....						
35	Southard, Herbert & Co.....						
36	Henry Irwin.....						
37	James Bigler.....						
38	W. E. Anderson.....						
39	John H. Bowie.....						
40	Richard M. Nichols.....						
41	Benjamin Trollinger.....						
42	Wm. N. Shakespeare.....						
43	David Risley & Co.....						
44	Joseph Westcott.....						
45	Speare, Burke & Co.....						
46	Peters & Reed.....			3, 281 58			
47	James Lesley, jr.....						

° Accepted.
Offer 47, of James Lesley, for class 25, informal; received too late.

[illegible]

• Accepted.
Offer 32, of Battelle & Rennick, for class 31, refused to execute, and awarded to next lowest.

No. 8.

Scale of offers for freight to China for 4,000 tons anthracite coal from the port of Philadelphia to Hong Kong and Shanghai, under advertisement from the Bureau of Construction, Equipment and Repair of August 13, 1857.

No.	Bidders.	Number of tons.	Deliverable at Hong Kong.	Demurrage per day per ton.	Deliverable at Shanghai.	Demurrage per day per ton.
1	J. D. Baker.....	1,500	\$13 00	\$100 00	\$15 00	\$100 00
2	Henry L. Stevenson.....		8 00	11	8 00	11
3	Alex. L. Botts		12 50	100 00	12 50	100 00
4	Gliddon & Williams..	1,200	12 00	100 00	12 00	100 00
5	Workman & Co		18 00	120 00	18 00	120 00
6	Weld & Co	1,500	12 00	-----	14 00	-----
7	D. S. Stetson & Co.....		22 00	20	22 00	20
8	Jerome A. Merritt ..		9 98	100 to 150 00	11 98	100 to 150 00
9	Alfred Ladd		8 95	100 00	9 95	100 00
10	James E. Ward & Co.		9 95	100 00	10 95	100 00
11	Dawson & Hancock..	1,350	10 00	150 00	-----	-----
12	Charles Peterson.....	7 or 800	8 80	-----	9 80	-----
13	A. A. Frazer	1,400	10 00	-----	10 00	-----
14	C. J. F. Birney		10 00	65 to 90 00	10 00	65 to 90 00

Offers No. 2, 4, 8, 9, 10, 11, 12, 13, and 14 declined.

Offer No. 3 accepted, but ship would not pass inspection.

Offer No. 6 of Weld & Co. accepted.

No. 4.

List of contracts (embracing all coming under the cognizance of the Bureau of Construction, Equipment and Repair) made and received from October 15, 1856, to November 19, 1857; prepared in conformity with an act of Congress of April 21, 1808.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1856. Dec. 29	1857. April 29	Merrick & Sons.....	Boilers, &c., for United States steamer "Saranac".....	\$13,581 00.....	Philadelphia.
1857. Mar. 18	July 18	J. Murphy & Co.....	Boilers, &c., for United States light-house vessel.....	20,478 00.....	Philadelphia.
1856. Oct. 22	July 20	J. L. Foxwell.....	15,000 cubic feet white oak logs.....	37½ per cubic ft.	Gosport.
Oct. 23	July 20	G. T. Wallace.....	30,000 cubic feet white oak logs.....	39 do	
Nov. 13	July 20	S. B. Grice.....	262,500 board feet white oak plank.....	68 00 per M.	
Nov. 29	July 1	Jas. Bigler.....	Live-oak stems, apron, &c., estimated at 2,889 cubic feet..	1 66 per cubic ft.	
			Live-oak frame timber of all other kinds, estimated at 18,006 cubic feet.....	1 65 do	
			Live-oak promiscuous timber, 5,969 cubic feet.....	1 65 do	
1857. Jan. 9	June 30	G. T. Wallace.....	3,365 cubic feet white oak keel pieces.....	98½ do.....	Charlestown.
July 1	July 1	W. C. N. Swift.....	8,000 cubic feet live-oak, suitable for principle pieces, sided 18 and 20 inches.....	1 75 do.....	Brooklyn.
			32,000 cubic feet live-oak curved timber, sided 13 and 15 inches, length 13 to 17 feet.....	1 34 do	
			5,000 cubic feet live-oak curved timber, sided 12 inches, length 13 to 17 feet.....	1 24 do	
			5,000 cubic feet live-oak timber, sided 13 to 15 inches, length 17 to 20 feet.....	1 24 do	
			8,000 cubic feet live-oak, suitable for principle pieces, sided 18 and 20 inches.....	1 75 do.....	Philadelphia.
			32,000 cubic feet live-oak curved timber, sided 13 and 15 inches, length 13 to 17 feet.....	1 34 do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 1	1-59. July 1	W. C. N. Swift—Continued.	5,000 cubic feet live-oak curved timber, sided 12 inches, length 13 to 17 feet..... 5,000 cubic feet live-oak timber, siding 13 to 15 inches, length 17 to 20 feet..... 8,000 cubic feet live-oak, suitable for principle pieces, sided 18 and 20 inches..... 32,000 cubic feet live-oak curved timber, sided 13 to 15 inches, length 13 to 17 feet..... 5,000 cubic feet live-oak curved timber, sided 12 inches, length 13 to 17 feet..... 5,000 cubic feet live-oak timber, siding 13 to 15 inches, length 17 to 20 feet..... 8,000 cubic feet live oak, suitable for principle pieces, sided 18 and 20 inches..... 32,000 cubic feet live-oak curved timber, sided 13 and 15 inches, length 13 to 17 feet..... 5,400 cubic feet live-oak curved timber, sided 12 inches, length 13 to 17 feet..... 5,000 cubic feet live-oak timber, siding 13 to 15 inches, length 17 to 20 feet.....	\$1 24 per cubic ft. 1 24 do 1 75 do..... 1 34 do 1 24 do 1 24 do 1 50 do..... 1 40 do 1 30 do 1 10 do	Philadelphia. Gosport. Charlestown.
July 3	July 1	Brown & McGilvery.....	100 bolts No. 1 flax canvas..... 100 bolts No. 2.....do..... 100 bolts No. 3.....do..... 25 bolts No. 4.....do..... 25 bolts No. 5.....do..... 20 bolts No. 6.....do..... 10 bolts No. 7.....do..... 10 bolts No. 8.....do..... 25 bolts light ravens duck.....	14 18 per bolt..... 13 00 do 12 00 40 11 20 do 10 30 do 9 50 do 8 50 do 7 65 do 9 00 do	Charlestown.



-1858.

July 13 June 30

	Brooklyn.	Philadelphia.	Gosport.	Brooklyn.
	45 per yard. 40 per pound.	40 per yard. 40 per pound.	50 per yard. 40 per pound.	40 per yard. 40 per pound.
500 yards flax coal bagging, 24 inches wide	13 86 per bolt	14 50 per bolt	14 25 per bolt	1 75 each
300 pounds flax sewing twine, 2 and 3 thread	12 65 do	13 20 do	13 00 do	1 75 do
70 bolts No. 1 flax canvas	11 77 do	12 30 do	12 15 do	
150 bolts No. 2	11 00 do	11 50 do	11 25 do	
170 bolts No. 3	10 00 do	10 50 do	10 35 do	
5 bolts No. 4	9 25 do	9 65 do	9 50 do	
5 bolts No. 5	8 36 do	8 75 do	8 60 do	
100 bolts No. 6	7 50 do	7 80 do	7 75 do	
50 bolts No. 7	10 50 do	9 00 do	9 00 do	
25 bolts No. 8				
10 bolts heavy ravens duck				
2,000 yards flax coal bagging, 24 inches wide				
1,500 pounds flax sewing twine, 2 and 3 thread				
10 bolts No. 1 flax canvas				
20 bolts No. 2				
20 bolts No. 3				
10 bolts No. 4				
10 bolts No. 5				
10 bolts No. 6				
10 bolts No. 7				
10 bolts No. 8				
10 bolts light ravens duck				
100 yards flax coal bagging, 24 inches wide				
200 pounds flax sewing twine, 2 and 3 thread				
240 bolts No. 1 flax canvas				
400 bolts No. 2				
250 bolts No. 3				
150 bolts No. 4				
100 bolts No. 5				
400 bolts No. 6				
250 bolts No. 7				
25 bolts No. 8				
32 bolts heavy ravens duck				
24 bolts light				
4,000 yards flax coal bagging, 30 inches wide				
2,000 pounds flax sewing twine, 2 and 3 thread				
4 adzes, carpenter's, handled				
2 adzes, hollow				
1 adze, cooper's				

July 14 June 30 J. W. Delano & Co

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 14	1858. June 30	J. W. Delano & Co.—Continued.	5 axes, broad, handled..... 1 axe, cooper's, do..... 20 axes, wood.....do..... 50 augers, ship, patent, assorted, estimated at 400 eighths.. 1 dozen awls, broad..... handled 1 dozen awls, wire.....do..... 1 dozen awls, shoemaker's...do..... 2 anvils, estimated at 140 pounds each, amounting to 280 pounds..... 40 pounds burrs, copper, assorted..... 2 braces and bitts, wood, complete, 48 bitts..... 1 brace and bit, iron, complete, 20 bitts..... 2 bevels, steel tongue..... 1 dozen buttons, plate, brass..... 1 dozen buttons, plain, brass, 1½ to 2 inches..... 7 dozen bolts, flush, brass, 6 by ½-inch..... 1 dozen bolts, flush, brass, 4 by 1-inch..... 1 dozen bolts, flush, brass, 2½ by ½-inch..... 1 dozen bolts, barrel, brass, 4 to 6 inches..... 4 balances, spring, to weigh 25 pounds..... 1 balance, spring, to weigh 50 pounds..... 1 borer, bung..... 1 borer, tap..... 450 pounds brass, sheet..... 5,000 iron clinch rings, from ½ to 1½-inch..... 1 dozen compasses, carpenter's..... 1 dozen compasses, armorer's..... 1 dozen chisels, firmer, assorted, handled..... 1 dozen chisels, socket.....do..... 12 4-inch gongs, with stop crank and fixtures complete....	\$2 00 each..... 2 00 do..... 1 10 do..... 8 per eighth. 75 per dozen. 75 do..... 75 do..... 7 per pound. 50 do..... 6 00 per set. 3 50 do..... 75 each. 1 00 per dozen. 1 00 do..... 4 00 do..... 4 00 do..... 4 00 do..... 6 00 do..... 1 75 each. 3 50 do..... 1 00 do..... 50 do..... 35 do..... 75 per hundred. 3 75 per dozen. 6 00 do..... 6 00 do..... 6 75 do..... 2 00 each	Brooklyn.

12 G-inch gongs, with stop crank and fixtures, complete.....	3 00	each.
6 sets couplings and boxes, complete, for hand pumps.....	6 00	do
25 cranks and segments, for bell, brass.....	50	do
5 sets dies, letters and figures, $\frac{3}{4}$ -inch.....	8 00	per set.
2 diamonds, glaziers'.....	6 00	each.
5 drills, box and bow.....	1 00	do
6 dividers, brass.....	50	do
25 dozen escutcheons, plate, brass, assorted.....	30	per dozen.
1.....do.....thread.....do.....	50	do
1 pound escutcheon pin, brass, assorted.....	1 00	per pound.
1 dozen files, hand saw, 5 to 6-inch.....	3 00	per dozen.
4.....do.....half-round, fine cut, 8 to 12-inch.....	3 00	do
3.....do.....flat, single cut, 12 inch.....	4 00	do
4.....do.....round bastard, 8 to 14-inch.....	4 00	do
3.....do.....safe edge, 8-inch.....	4 00	do
12 dozen gimlets, nail, assorted.....	75	do
3 dozen gimlets, spike, assorted.....	3 00	do
1 dozen gouges, firmer, handled, assorted.....	5 00	do
20 gridirons.....	50	each.
4 griddles.....	50	do
2 hammers, tinners' handled.....	1 50	do
200 pairs hinges, brass butt, shifting pins, $4\frac{1}{2}$ by 4-inch.....	90	per pair.
5.....do.....do.....4 by 4-inch.....	1 50	do
5.....do.....do.....do.....4 by 2-inch.....	1 50	do
50.....do.....do.....stationary, $3\frac{1}{2}$ by $3\frac{1}{2}$ -inch.....	50	do
5.....do.....do.....do..... $3\frac{1}{2}$ by 14-inch.....	1 00	do
100.....do.....do.....do..... $2\frac{1}{2}$ by 14-inch.....	20	do
50.....do.....do.....do.....2 by 1-inch.....	20	do
50.....do.....do.....do..... $1\frac{1}{2}$ by 1-inch.....	20	do
5.....do.....iron, stationary, $4\frac{1}{2}$ by $4\frac{1}{2}$ -inch.....	40	do
50.....do.....secretary, and fastenings, complete, brass, 5 by 5-inch.....	1 00	do
24 pairs hinges, table, brass, 2 by $4\frac{1}{2}$ inches.....	30	do
12 pairs hinges, iron butt, 2 by $1\frac{1}{2}$ to 4 by 3.....	30	do
1 dozen hooks, cabin-door, brass, 3 to 6-inch.....	3 00	per dozen.
10 dozen hooks, coat and hat, brass.....	1 20	do
10 dozen hooks, pantry, brass, 1 to $2\frac{1}{2}$ -inch.....	70	do
12 knives, putty, 3 to 4 inches.....	30	each.
30 dozen knobs, black walnut, $\frac{1}{4}$ -inch.....	20	per dozen.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1867. July 14	1858. June 30	J. W. Delano & Co.—Cont'd.	2 kettles, pitch, from 16 to 20 inches diameter at top..... 25 kettles, iron, tea 2 kettles, fish..... 2 kettles, camp..... 25 dozen keys, till lock..... 2 dozen locks, brass, mortise, 3 by 4-inch, $\frac{1}{2}$ inch thick, &c. 3....do.....brass, dead, 3 by 5-inch..... 20....do.....drawer, 2 by 3 $\frac{1}{2}$ -inch..... 2....do.....chest, 3 by 4-inch..... 10....do.....brass, closet, 2 $\frac{1}{2}$ by 4-inch, right and left..... 1....do.....do.....1 $\frac{1}{2}$ by 3-inch, right and left..... 1....do.....brass, book-case, 2 by 3-inch..... 1....do.....brass, desk, 3 $\frac{1}{2}$ -inch..... 1....do.....iron, closet, 2 $\frac{1}{2}$ by 4-inch, right and left..... 30 ladles, iron..... 12 ladles, pitch..... 2 lathes, turning, and tools complete, for wood and iron..... 2 planes, grooving, width of iron $\frac{1}{2}$ to 1 inch..... 2 planes, smoothing, width of iron $\frac{1}{2}$ to 2 inches..... 2 planes, beading, width of iron $\frac{1}{2}$ to $\frac{3}{4}$ inch..... 16 pincers, assorted..... 5 plyers, assorted..... 3 pans, frying..... 100 pans, stew..... 2 pots, iron..... 12 dozen rings, curtain, brass, assorted..... 12 rules, 2 feet, double and single jointed..... 12 rasps, wood, assorted..... 300 pounds rivets, iron, coopers'..... 800 pounds rivets, sheave, $\frac{3}{4}$ to 3 $\frac{1}{2}$ inches.....	\$4 00 each 60 do 4 00 do 4 00 do 16 per dozen. 18 00 do 8 00 do 3 00 do 5 00 do 4 00 do 5 00 do 5 00 do 5 00 do 5 00 do 35 each. 2 00 do 40 00 do 1 75 do 1 75 do 1 75 do 25 do 50 do 60 do 75 do 2 00 do 25 per dozen. 60 each. 50 do 15 per pound. 14 do	Brooklyn.

100 pounds rivets, copper, boat, assorted.....	45	do
5 saws, wood.....	1 00	each.
6 saws, hack, with frame.....	1 00	do
2 saws, compass, 10 to 15 inches.....	1 00	do
2 saws, keyhole and pad, 6 to 12 inches.....	1 00	do
2 saws, tenon.....	1 00	do
1 sawset.....	5 00	do
2 scales, beam, to weigh 1,000 pounds.....	4 00	do
2 screws, bench.....	5 00	do
2 screws, jack, 2½ to 3 feet, equal to Ballard's.....	3 00	per gross.
5 gross screws, brass, gimlet points, Nos. 4 to 24.....	2 00	do
5 gross screws, iron, gimlet points, Nos. 3 to 24.....	75	each.
2 shaves, spoke.....	75	do
2 shaves, can.....	75	do
2 shaves, bucket.....	75	do
2 shaves, in.....	75	do
2 squares, trying, steel blades, 6-inch.....	75	do
2 squares, iron, 2 feet.....	75	do
2 squares, brass.....	75	do
120 shovels, coal, steel.....	1 00	do
60.....do.....do.....	1 00	do
2 spades.....	1 00	do
25 scrapers, ship, handled, steel blades.....	50	do
1 shears, bench, tinnern'.....	5 00	do
3 shears, hand, tinnern'.....	5 00	do
3 stakes, edging.....	4 00	do
1 stake, planishing.....	6 00	do
4 screw plates and taps, large size.....	8 50	do
4.....do.....do.....small size.....	6 00	do
1,000 tacks, iron, gimp.....	1 00	per thousand.
25,000 tacks, iron, cut.....	20	do
6 table fasteners, 2½ by 2½ inches.....	25	each.
120 pounds vise, bench, from 3½ to 5½ inch jaws.....	12	per pound.
1 vise, hand.....	1 50	each.
200 pounds wire, brass, assorted.....	33	per pound.
150 pounds wire, copper.....	36	do
20 pounds wire, iron.....	20	do
10 water closet fixtures, water salver, stop-cocks, china basin, complete.....	10 00	each.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 14	1858. June 30	J.W.Delano & Co.—Cont'd.	5 water closet basins, china.....	\$2 00 each.....	Brooklyn.
			12 wrenches, screw.....	2 00 do	
			500 pounds wood screw bolts, assorted.....	10 per pound.	
			2,000 pounds pressed iron rivets.....	10 do	
			500 pieces white oak staves, in length 62 inches.....	190 00 per M.	Charlestown.
			10,000 pipe staves.....	140 00 do	
			4,000 pounds wrought iron spikes, 4 to 6 inches long.....	5 do	
			10,000 pounds wrought iron spikes, 6½ to 9 inches long.....	3 do	
			1,000 pounds wrought iron nails, 6-penny to 30-penny.....	3 do	
			1,000 pounds wrought iron boat nails, 4-penny to 20-penny.....	2 do	
			1,000 pounds wrought iron sheathing nails, 2 to 3 inches.....	10 do	
			100 pounds wrought iron clout nails, ½ to 1¼ inch.....	3 do	
			4,000 pounds iron cut nails, 4-penny to 40-penny.....	2 do	
			1,000 pounds iron cut sheathing nails, 3 inches.....	3 do	
			500 pounds iron finishing nails, 1 to 2 inches.....	2 do	
			100 pounds iron cut brad head nails, 4-penny to 10-penny.....	4 do	
			2,000 pounds pig lead.....	10 do	
			3,000 pounds drawn lead pipe, ½ to 2½ inches diameter.....	10 do	
			1,000 pounds sheet zinc.....	7 do	
			5,000 pounds pig zinc.....	39 do	
			4,000 pound Banca tin.....	10 do	
			25 pounds braziers' solder.....	5 00 per box.	
			15 boxes tin plate, X, XX, D.....	1 25 each.	
			4 coopers' adzes.....	8 per eighth.	
			60 ships' augers, patent, assorted, estimated 480 eighths.....	25 per dozen.	
			2 dozen awls, brad, handled.....	25 do	
			1.....do.....wire, handled.....	25 do	
			2.....do.....shoemakers', handled.....	7 per pound.	
			8 anvils, estimated at 140 pounds each, 720 pounds.....	50 do	
			50 pounds burrs, copper, assorted.....		

2 braces and bits, wood, complete, 48 bits.	4 00 per set.
1 brace and bitt, iron, complete, 20 bits.	2 50 do
2 dozen plate buttons, brass.	1 00 per dozen.
1 dozen buttons, plain, brass.	50 do
2 dozen bolts, flush, brass, 2½ by ½ inch.	25 do
2 dozen bolts, barrel, brass, 4 by 6 inches.	4 00 do
1 balance, spring, to weigh 25 pounds.	25 each.
1...do.....do.....50 pounds.	75 do
25 pounds brass, sheet, assorted.	30 per pound.
2 dozen chisels, firmer, assorted.	3 75 per dozen.
2 dozen chisels, socket, assorted.	3 75 do
2 cabin bells, with stop, crank, and fixtures, complete.	1 00 each.
2 cranks and segments for bells, brass.	25 do
1 set dies, letters and figures, ½ each.	6 00 per set.
1 diamond, glaziers.	4 00 each.
1 drill, stock press.	5 00 do
2 drills, box and bow.	5 00 do
2 drill braces.	2 00 do
1 dozen escutcheons, plate, assorted.	1 00 per dozen.
1...do.....do.....thread, assorted.	20 do
1 dozen files, whip saw, 6 to 8 inches.	2 00 do
2...do.....hand saw, 5 to 6 inches.	2 00 do
2...do.....cro-scut, 6 to 10 inches.	2 50 do
1...do.....rat-tail, 5 to 10 inches.	2 50 do
1...do.....flat, bastard, 8 to 14 inches.	3 50 do
2...do.....do.....single cut, 12 inches.	4 00 do
1...do.....four-sided, 8 to 14 inches.	3 50 do
1...do.....round, 8 to 14 inches.	4 00 do
2...do.....half-round, 8 to 14 inches.	4 00 do
1...do.....safe edge, 8 inches.	2 00 do
4 dozen gauges, carpenters.	5 00 do
1...do.....gimlets, nail, assorted.	75 do
1...do.....do.....spike, assorted.	75 do
1...do.....gouges, firmer, handled, assorted.	4 00 do
12 gridirons.	1 00 each.
12 griddles.	1 00 do
12 hammers, claw, handled.	50 do
6...do.....tanners', handled.	75 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 14	1858. June 30	Horton, Hall & Co.—Cont'd	6 hammers, coopers', handled..... 1 dozen hooks and eyes, brass, furniture..... 12 pairs hinges, brass butt, shifting pins, 4½ by 4½ inches..... 12.....do.....do.....4 by 4 inches..... 12.....do.....do.....4 by 3½ inches..... 12.....do.....do.....stationary pins, 3½ by 2½ inches..... 12.....do.....do.....do.....3½ by 2½ inches..... 12.....do.....do.....do.....2½ by 2 inches..... 12.....do.....do.....do.....2 by 1½ inches..... 12.....do.....do.....do.....4 by 3½ inches..... 12.....do.....do.....do.....2 by 2 to 4 by 3½ ins..... 1 dozen hooks, cabin door, brass, 4 to 6 inches..... 1 dozen hooks, pantry, brass, 1 to 2½ inches..... 12 hatchets, with handles, assorted..... 12 pairs haws, joint, chest, and staple..... 150 irons, hand..... 150 irons, leg..... 2 knives, drawing, coopers'..... 1 knife, rounding..... 2 knives, hollow..... 1 pitch kettle, 20 inches diameter at top..... 12 kettles, iron, tea..... 6 kettles, fish..... 12 kettles, copper, tea..... 1 dozen keys, extra, iron and brass..... 4 dozen locks, brass, mortise, 3 by 4½ inches, ½ thick, &c..... 4 dozen white porcelain knobs, ¾ to 2 inches..... 2 doz. locks, brass, upright, rim, knobs, 3½ by 6 ins., furniture..... 1 dozen locks, brass, dead.....3 by 5 inches..... 1.....do.....do.....drawer...2 by 3½ inches.....	\$1 50 each..... 25 per dozen..... 1 00 per pair..... 1 00 do..... 75 do..... 75 do..... 50 do..... 25 do..... 15 do..... 15 do..... 15 do..... 4 00 per dozen..... 50 do..... 75 each..... 17 per pair..... 1 25 each..... 2 75 do..... 50 do..... 50 do..... 1 00 do..... 1 00 do..... 2 00 do..... 1 25 do..... 2 75 do..... 4 00 do..... 2 00 per dozen..... 18 00 do..... 50 do..... 5 00 do..... 4 00 do..... 3 00 do.....	Charlestown.

1 do do chest 3 by 4 inches	3 00	do
1 do do closet 2 $\frac{1}{2}$ by 4 inches	2 00	do
1 do do closet 1 $\frac{1}{2}$ by 3 inches	1 50	do
1 do do bookcase 2 by 3 inches	1 50	do
1 do do desk 3 $\frac{1}{2}$ inches	2 00	do
1 do do pad 2 $\frac{1}{2}$ by 3 inches	9 00	do
1 do do iron dead 3 $\frac{1}{2}$ by 5 inches	1 25	do
1 do do drawer 2 by 2 $\frac{1}{2}$ inches	3 00	do
1 do do closet 2 $\frac{1}{2}$ by 4 inches, right and left	1 50	do
2 do do pad 2 $\frac{1}{2}$ to 3 inches	4 00	do
2 ladles, iron	25	each.
2 ladles, pitch	1 00	do
1 set castings for turning lathe, with turning tools complete, for wood and iron	15 00	per set.
2 planes, grooving, width of iron $\frac{1}{4}$ to 1 inch	60	each.
2 planes, smoothing, width of iron $\frac{1}{4}$ to 2 inches	60	do
2 planes, rabbet, width of iron 1 to 2 inches	60	do
2 planes, long jointer, width of iron 2 $\frac{1}{2}$ inches	1 00	do
2 planes, short jointer do 2 $\frac{1}{2}$ do	1 00	do
1 plane, long jointer, coopers'	2 50	do
1 plane, short jointer do	2 25	do
2 planes, block	75	do
2 planes, jack width of iron $\frac{1}{4}$ to 2 inches	80	do
2 planes, bending do $\frac{1}{4}$ to $\frac{1}{2}$ do	50	do
4 planes, moulding do $\frac{1}{4}$ to $\frac{1}{2}$ do	50	do
2 planes, plough, with 8 bits	4 00	do
2 planes, match, to suit $\frac{1}{2}$ and $\frac{3}{4}$ boards	1 50	do
2 pincers, assorted	50	do
2 plyers do	25	do
12 frying pans	75	do
12 stew pans	1 00	do
2 pots, iron	1 00	do
2 dozen rings, curtain, brass, assorted	10	per dozen.
4 do flush, brass	25	do
2 do screw, brass	25	do
50 pounds iron rivets, coopers	6	per pound.
100 pounds copper boat rivets	20	do
12 saws, hand, 2 feet 2 inches	1 00	each.
2 saws, whip, with tiller and box fitted	5 00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 14	1858. June 30	Horton, Hall & Co.—Cont.	2 saws, cross-cut, 6 feet long 12 saws, wood 12 saws, hack, with frame 2 saws, panel, 14 to 20 inches 2 saws, compass, 10 to 15 inches 2 saws, keyhole and pad 2 saws, tenon 2 saws, dovetail 2 saw sets 2 steelyards, to weigh 200 pounds 1 scale beam, to weigh from 300 to 800 pounds 2 screws, jack, $2\frac{1}{2}$ to 3 feet, equal to Ballard's 50 gross screws, brass, gimlet point, Nos. 4 to 24 50 do iron Nos. 3 to 24 12 shovels, coal 12 shovels, steel 48 scrapers, ship, handled, steel blades 2 shears, bench, tinners' 2 shears, hand 2 shears, sheep 1 stake, iron 2 stakes edging, tinners' 2 stakes, planishing 2 screw plates and taps, large size 2 do small size 50,000 tacks, iron, gimp 50,000 do cut 25 pounds copper tacks, cut 100 pounds vise, bench, from $3\frac{1}{2}$ to 5 $\frac{1}{2}$ -inch jaws 100 pounds wire, brass, assorted	\$3 00 each. 50 do 50 do 50 do 25 do 25 do 50 do 50 do 50 do 1 00 do 5 00 do 20 00 do 1 00 per gross. 50 do 1 00 £ each. 75 do 25 do 5 00 do 2 00 do 1 00 do 3 00 do 2 00 do 3 00 do 7 00 do 3 00 do 8 per M. 8 do 50 per pound. 15 do 35 do	Charlottown.

200.....do.....copper...do.....	50	do
100.....do.....iron.....do.....	6	do
2 waffle irons.....	1 00	each.
12 water closet basins, china.....	2 50	do
2 screw wrenches.....	3 00	do
100 pounds anti-attrition metal.....	20	per pound.
2 counter scales.....	9 00	each.
5,000 pounds pure dry white lead.....	54	per pound
3,000 pounds white lead in oil, in 25 and 50 pound kegs.....	8	do
500 pounds black paint.....	3	do
3,000 pounds white zinc paint in oil.....	11	do
2,000 pounds dry white lead.....	7	do
600 pounds dry litharge.....	2	do
3,000 pounds dry whitening.....	4	do
500 pounds French yellow ochre, dry.....	1	do
25 pounds Turkey umber, dry.....	1	do
10 pounds terra de sienna.....	2	do
10 pounds chrome yellow, dry.....	25	do
125 pounds chrome green, dry.....	20	do
200 pounds Venetian red, dry.....	1	do
25 pounds Chinese vermilion, dry.....	20	do
10.....do.....blue, dry.....	20	do
6 pounds Prussian blue, dry.....	20	do
10 pounds ultramarine blue, dry.....	20	do
50 pounds pumice stone.....	10	do
25 pounds gum shellac.....	2	do
1,200 gallons linseed oil, raw.....	85	per gallon.
500 gallons spirits turpentine.....	45	do
30 gallons spirits wine, 95 per cent. proof.....	50	do
33 gallons copal varnish.....	2 00	do
50 gallons coach varnish.....	50	do
35 gallons white denmar varnish.....	2 00	do
30 gallons bright varnish.....	20	do
75 pounds asphaltum.....	1 00	per pound.
10 pounds ivory black.....	6	do
25 pounds India red.....	4	do
25 pounds flax whipping twine.....	32	do
25.....do.....seine twine.....	34	do
400 pounds cotton twine, 5-thread.....	25	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 14	1858. June 30	Horton, Hall & Co.—Cont.	800 pounds rigging leather, sides not less than 10 pounds 400 pounds pump.....do.....do.....25..do..... 100 pounds bellows ..do.....do.....6..do..... 2 skins buff leather 100 pounds oil tanned leather..... 100 pounds dressed raw hides, not less than 18 pounds 70,000 pounds ox hides, for rope, largest size, fleached, and hair removed 500 feet leading hose, in lengths of 25 feet..... 150 feet suction hose.....do.....6 feet..... 50 clamp brushes..... 50 hand scrubbing brushes..... 100 whitewash brushes..... 10 hand dusting brushes..... 10 painters' dusting brushes..... 10 varnish brushes..... 25 paint brushes, 000..... 25 ..do.....0000..... 25 ..do.....00000..... 25 ..do.....000000..... 20 sash tool brushes, assorted..... 6 pounds bristles..... 20 pieces 18-inch red bunting..... 5 pieces 12-inch.....do..... 5 pieces 9-inch.....do..... 5 pieces 4½-inch.....do..... 20 pieces 18-inch blue bunting..... 5 pieces 12-inch.....do..... 5 pieces 9-inch.....do..... 5 pieces 4½-inch.....do.....	\$ 0 10 per pound... 10 do 10 do 2 00 per skin. 10 per pound. 10 do 8 do 90 per foot. 1 40 do 20 each. 20 do 60 do 50 do 38 do 50 do 58 do 62 do 83 do 1 00 do 15 do 4 00 per pound. 7 00 per piece. 3 00 do 2 25 do 1 00 do 7 00 do 3 00 do 2 25 do 1 00 do	Charlestown.

20 pieces 18-inch white bunting	5	50	do
5 pieces 12-inch.....do.....	2	75	do
5 pieces 9-inch.....do.....	1	75	do
5 pieces 4½-inch.....do.....	1	00	do
5 pieces 18-inch green bunting.....	6	00	do
5 pieces 18-inch yellow bunting.....	6	00	do
60 yards white muslin, ¼ yard wide	15	per yard.	
50 yards Russia sheeting	2	do	
20 yards fernaught.....	5	do	
10 yards broadcloth	1	00	do
20 yards black cotton velvet.....	40	do	
10 yards hair cloth, 30 inches wide	15	do	
100 yards blue worsted binding.....	5	do	
100 yards red.....do.....	5	do	
50 pounds white linen thread	75	per pound.	
50 pounds blue.....do.....	75	do	
50 pounds white.....do.....	75	do	
25 pounds shoe thread	25	do	
50 pounds white curled hair	40	do	
25 spools sewing cotton	6	each.	
25 papers sewing needles	1	per paper.	
500 barrels thin tar, each containing not less than 30 gallons.	2	40 per barrel.	
25 barrels pitch.....do.....	1	50	do
25 barrels No. 1 rosin.....do.....	1	00	do
10 barrels soft, clear turpentine.....do.....	3	00	do
10 barrels coal tar.....do.....	1	00	do
30 gallons tar oil	75	per gallon.	
500 gallons winter strained sperm oil	1	50	do
30 gallons neatfoot oil.....	10	do	
100 gallons whale oil	75	do	
350 pounds hard brown soap.....	7	per pound.	
25 pounds Castile soap.....	2	do	
200 pounds pure tallow	10	do	
1 barrel soft soap	1	00	per barrel.
250 pounds beeswax	50	per pound.	
200 bricks, Bath	5	each.	
100 bricks, fire.....	2	do	
2 bellows, smiths', 30-inch.....	2	do	
240 brooms, hickory	25	do	

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 11	1858. June 30	Norton, Hall, & Co.—Cont'd.	240 brooms, corn..... 10 pounds black lead..... 4 calls, silver..... 20 bushels charcoal..... 50 chimneys, lamp..... 6 skeins cat gut, large size..... 6 skeins cat gut, small size..... 75 pounds cotton batting..... 6 pounds crocus martus..... 1 bass drum..... 1 tenor drum..... 2 drum heads, bass..... 2 drum heads, tenor..... 6 drum snares..... 10 pounds emery flour..... 10 pounds emery, assorted..... 2 reams emery cloth..... 1 ream emery paper..... 3 glasses, 60"..... 2 glasses, 30"..... 2 grindstones, 120 pounds each, mounted..... 100 pounds glue..... 50 sheets horn, for lanterns..... 50 hooks, fish, assorted..... 2 sets hoops, truss, wood..... 500 inches hoops, mast, hickory..... 6 hydrometers..... 2 leads, Ericsson's or Ogden's..... 2 logs, Massey's..... 24 lines, chalk, 80 to 100 feet.....	\$0 38 each..... 5 per pound. 4 50 each. 20 per bushel. 20 each. 15 per skein. 15 do 2 per pound. 2 do 10 00 each. 7 00 do 1 00 do 1 00 do 10 do 9 per pound. 9 do 10 00 per ream. 1 00 do 1 00 each. 1 00 do 2 50 do 5 per pound. 6 each. 2 do 1 00 per set. 0 1/2 per inch. 1 25 each. 10 00 do 10 00 do 2 do	Charlestown.

July 14	June 30	Griffith & Wilson	
100 lines, fishing	30 do		
2 lines, measuring, metallic, 75 to 100 feet.....	2 00 do		
10 gross lamp wick, wove.....	25 per gross.		
100 pounds lamp wick yarn.....	5 per pound.		
24 lamps, with reflectors, small size	25 each.		
5 barrels lime, of 200 pounds each	1 00 per barrel.		
10 jars chloride lime, in 20-pound jars.....	2 80 each.		
24 lanterns, globe, with guards and lamps complete, brass..	2 25 do		
24 lamp screws, with double tabs.....	2 do		
100 sheets mica.....	6 per sheet.		
50 pounds mercury, in flasks.....	50 per pound.		
1 mill, paint, iron.....	11 00 each.		
200 needles, sail	0½ do		
100 needles, roping.....	2 do		
4 oil stones	25 do		
24 preservers, life	2 25 do		
100 pounds potash.....	2 per pound.		
100 pounds rubber, sheet packing	15 do		
20 pounds sal. ammonia.....	20 do		
3 reams sand paper, assorted	2 25 per ream.		
2 paint stones and mullers.....	1 00 each.		
10 pounds stone, rotten, lump.....	2 per pound.		
50 pounds sulphur, flour of.....	2 do		
50 pounds soapstone, pulverized	2 do		
50 pounds thrumbe	10 do		
6 thermometers.....	2 00 each.		
500 pounds yarn, packing.....	5 do		
50 pounds mop yarn.....	50 do		
500 yards gunny cloth.....	3 per yard.		
1,000 pounds pig lead.....	7 per pound....		
4,000 pounds drawn lead pipe, ½ to 2½ inches diameter	8 do		
500 pounds zinc, sheet	10 do		
2,000 pounds pig zinc.....	9 do		
4,000 pounds banca tin.....	37 do		
100 pounds braziers' solder.....	36 do		
20 boxes tin plate, single.....	13 00 per box.		
10.....do.....XX, 14 by 30.....	16 50 do		
24 adzes, carpenters', handled.....	2 25 each.		
8.....do...coopers'.....do.....	1 50 do		
			Gosport.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yards where deliverable.
1857. July 14	1858. June 30	Griffith & Wilson—Cont'd..	20 axes, broad, handled..... 2...do...coopers' do..... 60 augers, ship, patent, assorted, estimated at 480 eighths.. 12 dozen awls, brad.....handled.. 2.....do.....wire.....do..... 6.....do.....shoemakers' do..... 6 anvils, estimated at 140 pounds each, 840 pounds.. 8 braces and bits, wood, complete, 48 bits..... 2 dozen buttons, brass, plain, $\frac{1}{4}$ to 2 inch..... 2 dozen bolts, barrel, brass, 4 to 6 inches..... 4 balances, spring, to weigh 25 pounds..... 4.....do.....do.....50 pounds..... 8 borers, bung..... 2...do...tap..... 400 pounds brass, sheet, assorted..... 2 dozen compasses, carpenters'..... 1.....do.....armorers'..... 8 dozen chisels, firmer, assorted, handled..... 6.....do.....socket.....do..... 4 cranks and segments for bell, brass..... 4 coopers' crows..... 2 sets dish covers, planished, 12 in a set..... 2.....do.....do.....8.....do..... 8 sets dies, letters and figures, $\frac{1}{8}$ inch..... 8 diamonds, glaziers'..... 8 drills, box and bow..... 2 dividers, brass..... 40 dozen escutcheons, thread, brass, assorted..... 8 dozen files, whip saw.....6 to 8 inch..... 8.....do.....hand saw.....5 to 6..do.....	\$3 25 each..... 2 00 do 8 per eighth. 62½ per dozen. 50 do 37½ do 8 per pound. 5 00 per set. 37½ per dozen. 4 00 do 25 each. 1 00 do 5 00 do 37½ do 40 per pound. 2 00 per dozen. 4 00 do 2 50 do 4 00 do 12½ each. 1 25 do 17 00 per set. 10 00 do 10 00 do 4 00 each. 3 00 do 50 do 6½ per dozen. 1 50 do 1 50 do	Gosport.

3.....do.....cross-cut.....	6 to 10..do.....	2 00	do
4.....do.....rat-tail.....	5 to 10..do.....	2 00	do
4.....do.....flat, bastard.....	8 to 14..do.....	3 00	do
4.....do.....flat, fine.....	8 to 12..do.....	3 00	do
4.....do.....flat, single cut.....	12..do.....	3 75	do
3.....do.....four-sided.....	8 to 14..do.....	3 50	do
4.....do.....round, bastard.....	8 to 14..do.....	3 00	do
8.....do.....half-round, assorted	8 to 14..do.....	3 50	do
6.....do.....safe-edged, flat.....	8 to 14..do.....	3 50	do
4 dozen gimlets, nail, assorted.....		75	do
2.....do.....spike.....do.....		1 25	do
4 dozen gougea, firmer, handled.....		2 50	do
20 gridirons.....		62½	each.
80 hammers, claw, handled.....		50	do
6.....do.....tinnere'.....do.....		50	do
8.....do.....saddlers' do.....		50	do
24 pair hinges, brass, butt, stationary,	3½ inch.....	37½	per pair.
48.....do.....do.....do.....	3 inch.....	37½	do
48.....do.....iron, butt.....do.....	2 and 3 inch.....	10	do
40 dozen hooks, coat and hat, brass.....		2 50	per dozen.
8 marking irons.....		50	each.
16 knives, drawing, 12 to 16 inch.....		1 00	do
8.....do.....do.....coopers'.....		1 00	do
8.....do.....pallet, 8 to 12 inches.....		37½	do
12.....do.....putty.....3 to 4 inches.....		25	do
10 kettles, glue, copper, 1 to 3 quarts.....		2 00	do
10.....do.....pitch, 16 to 20 inches diameter at top.....		1 70	do
24.....do.....iron, tea.....		50	do
30.....do.....copper, tea.....		3 50	do
8.....do.....fish.....		3 00	do
40 dozen keys, extra, iron and brass.....		50	per dozen.
2 dozen locks, brass, mortise, 3½ by 5 inches, ½ in. thick.....		20 00	do
12.....do.....drawer, brass.....2½ by 1½ inch.....		3 00	do
2.....do.....brass, book-case 2 by 3 inch.....		3 00	do
2.....do.....brass, pad.....2½ by 3 inch.....		6 00	do
4.....do.....iron, drawer.....2 by 2½ inch.....		2 00	do
4.....do.....iron, pad.....2½ by 3 inch.....		2 00	do
4 lathes, turning, and tools, complete, for iron and wood.....		40 00	each.
4 planes, grooving, width of iron ¼ to 1 inch.....		62½	do

LIST OF CONTRACTS—Continued.

Data.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 14	1858. June 30	Griffith & Wilson—Cont'd...	8 planes, smoothing, width of iron $1\frac{1}{2}$ to 2 inch..... 8...do...rabbit.....do....1 to 2 inch..... 16...do...short jointer.....do....2 $\frac{1}{4}$ inch..... 4...do...long jointer, coopers'..... 4...do...short.....do..... 8...do...block, coopers'..... 12...do...beading, width of iron $\frac{1}{2}$ to $\frac{3}{4}$ inch..... 2...do...plough, with 8 bits..... 30 plyers, assorted..... 12 pans, frying..... 72...do...stew..... 32...do...bake..... 12 pots, iron..... 6 dozen rings, flash, brass, assorted..... 32 rules, 2 feet, double and single jointed..... 24 rasps, wood, assorted..... 300 pounds rivets, iron, coopers', assorted..... 35 saws, hand, 2 feet 2 inches..... 2...do...whip, with tiller and box fitted..... 4...do...cross-cut, 4 to 6 feet long..... 12...do...wood, with frame complete..... 4...do...panel, 14 to 20 inch..... 12...do...compass, 10 to 15 inch..... 8...do...tenon..... 8...do...dovetail..... 8 saw sets..... 24 screws, clamp, wood..... 8...do...bench..... 100 gross screws, brass, gimlet point, Nos 4 to 24..... 100.....do.....iron.....do.....Nos. 3 to 24.....	\$0 75 each..... 62 $\frac{1}{2}$ do..... 1 50 do..... 2 00 do..... 2 00 do..... 1 50 do..... 50 do..... 5 00 do..... 25 do..... 25 do..... 1 00 do..... 37 $\frac{1}{2}$ do..... 1 30 do..... 1 00 per dozen..... 37 $\frac{1}{2}$ each..... 37 $\frac{1}{2}$ do..... 10 per pound..... 1 50 each..... 8 00 do..... 3 75 do..... 1 00 do..... 1 25 do..... 50 do..... 1 50 do..... 1 00 do..... 50 do..... 37 $\frac{1}{2}$ do..... 75 do..... 1 50 per gross..... 50 do.....	Gosport.

20 shaves, spoke.....	50	each.
8....do...can.....	1 00	do
8....do...in.....	75	do
8 squares, iron, 2 feet.....	25	do
100 shovels, coal, steel.....	1 00	do
24 shovels, steel.....	1 25	do
8 scissors.....	50	do
6 shears, hand, tinnern.....	2 00	do
6 shears, sheet.....	50	do
4 stakes, iron.....	3 00	each.
4 stakes, edging, tinnern.....	3 00	do
4 stakes, planishing.....	3 00	do
8 screw plates and taps, large size.....	5 00	do
8 screw plates and taps, small size.....	1 50	do
2,000 tacks, iron, gimpy.....	12½	per M.
100,000 tacks, iron, cut.....	6	do
100 pounds tacks, copper, cut.....	50	per pound.
300 pounds bench vices, from 3½ to 5½ inch jaws, (Smith's).....	12	do
12 hand vices.....	50	each.
40 pounds wire, brass, assorted.....	40	per pound.
20.....do.....copper.....do.....	50	do
100.....do.....iron.....do.....	10	do
20.....do.....steel.....do.....	10	do
8 waffle irons.....	50	each.
12 water closet basins, china.....	3 00	do
1 pound gum Arabic, refined.....	62	per pound.
40 blank books, cap size, 1 quire, half bound, faint lined.....	10	each.
10.....do.....2 quires.....do.....	31	do
10.....do.....3 quires.....do.....	45	do
10 letter books, cap size, 3 quires.....do.....	45	do
72 books, memorandum, half bound, with loops, 1 quire thick.....	8	do
24 books, memorandum, bound in leather, 1 quire thick.....	6	do
28 boxes, sand, hardwood.....	18	do
24 yards tracing cloth.....	31	per yard.
24 bottles carmine ink, half-pint bottles.....	12½	each.
8 erasers, with ivory handles.....	18½	do
12 folders, paper, ivory.....	18½	do
72 bottles black ink, half-pint, Maynard & Noyes.....	10	do

July 14 June 30 Vickery & Co.....

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles	Rates.	Navy yard where deliverable.
1857. July 14	1858. June 30	Vickery & Co.—Continued.	40 bottles black ink, pint, Maynard & Noyes..... 12 papers ink powder, best quality..... 60 inkstands..... 6 India ink saucers..... 4 pieces India ink..... 36 penknives, four blades, Congress..... 12 gross steel pens, assort'd., on cards..... 1 gross steel pens, Gillott's eagle, 12 in box, with holders..... 12 dozen pen holders, to suit pens..... 4 dozen pencils, drawing best black, equal to Faber's..... 45.....do.....lead, Faber's..... 100.....do.....slate, best white Rutland..... 12.....do.....camels' hair..... 12 reams log paper..... 8 reams paper, regulation, cap, faint lined..... 40.....do.....cap, faint lined, ruled..... 12.....do.....letter, faint lined, ruled..... 4.....do.....envelope..... 4.....do.....blotting..... 2.....do.....cartridge..... 80 sheets paper, drawing, double elephant..... 12 sheets paper, tracing, double elephant..... 24 pens, drawing..... 24 pins, drawing..... 2 portfolios..... 4,000 quills, No 80..... 8 rulers, parallel, ebony, 24 inches..... 24 rulers, round, ebony..... 24 rulers, rolling, 20 inches..... 36 slates, double log, hard wood frames.....	\$0 15 each..... 1 do..... 14 do..... 6 do..... 3 do..... 87½ do..... 2 00 per gross..... 1 00 do..... 1 per dozen..... 50 do..... 37½ do..... 1 do..... 1 do..... 6 00 per ream..... 4 50 do..... 2 37½ do..... 2 56½ do..... 2 56½ do..... 3 50 do..... 4 00 do..... 12 per sheet..... 12 do..... 37½ each..... 4 do..... 2 00 do..... 10 00 per M..... 1 25 each..... 18½ do..... 18½ do..... 1 50 do.....	Gosport.

Charlestown.

Brooklyn.

Philadelphia.

July 14	June 30	Mason Bros.....			
		4 slates, single log, hardwood frames.....	25	do	
		4 slates, porcelain, 8 by 10.....	50	do	
		4 seals, wafer, ivory.....	25	do	
		8 dozen sand, black, 1/2-pint papers.....	2	per paper.	
		4 seals, Gunter's.....	37 1/2	each.	
		60 pieces, tape, red.....	1	per piece.	
		34 pieces, tape, silk.....	6	do	
		12 pounds wafers, American.....	25	per pound.	
		10 pounds sealing wax.....	50	do	
		50 bolts No. 3 cotton canvas.....	11	20 per bolt....	
		25...do...No. 4.....do.....	10	64	do
		25...do...No. 5.....do.....	10	08	do
		20...do...No. 6.....do.....	9	52	do
		20...do...bag stuff, 42 inches wide.....	21	00	do
		50...do...hammock stuff, 42 inches wide.....	25	00	do
		50...do...No. 2 cotton canvas.....	11	76	do
		50...do...No. 3.....do.....	11	20	do
		200 do...No. 4.....do.....	10	64	do
		40...do...No. 5.....do.....	10	08	do
		20...do...No. 6.....do.....	9	52	do
		20...do...No. 7.....do.....	8	96	do
		50...do...No. 8.....do.....	8	40	do
		5...do...No. 9.....do.....	7	84	do
		50...do...No. 10.....do.....	7	28	do
		5...do...cot stuff, 30 inches wide.....	14	00	do
		20...do...bag stuff, 42 inches wide.....	21	00	do
		220 do...hammock stuff, 42 inches wide.....	28	00	do
		5...do...No. 1 cotton canvas.....	12	60	do
		5...do...No. 2.....do.....	11	76	do
		5...do...No. 3.....do.....	11	20	do
		5...do...No. 4.....do.....	10	64	do
		5...do...No. 5.....do.....	10	08	do
		5...do...No. 6.....do.....	9	52	do
		5...do...No. 7.....do.....	8	96	do
		5...do...No. 8.....do.....	8	40	do
		5...do...No. 9.....do.....	7	84	do
		5...do...No. 10.....do.....	7	28	do
		5...do...cot stuff, 30 inches wide.....	14	00	do
		5...do...bag stuff, 42 inches wide.....	21	00	do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 14	1858. June 30	Mason Bros.—Continued...	10 bolts hammock stuff, 42 inches wide, twilled..... 200 yards Methuen duck..... 25 yards burlap canvas..... 20 bolts No. 2 cotton canvas..... 100 do.. No. 4.....do..... 50 do.. No. 5.....do..... 50 do.. No. 6.....do..... 25 do.. No. 7.....do..... 40 do.. cot stuff, 30 inches wide..... 60 do.. bag stuff, 30 inches wide..... 140 do.. hammock stuff, 42 inches wide, twilled..... 40 do.. light cotton, ravens, 42 inches wide..... 12 pairs brass butt hinges, shifting pins, 3 by 3 inches..... 12 pairs brass butt hinges, shifting pins, 2½ by 2½ inches..... 12 pair brass butt hinges, shifting pins, 2 by 1½ inches..... 12 pairs secretary hinges and fastenings, complete, 5 by 5 in. 2 dozen white porcelain knobs, ½ to 2 inches..... 1 do.. brown mineral knobs, ½ to 2 inches..... 1 do.. brass locks, mortice, ¾ by 4 inches, ½ inch thick, &c..... 1 do.. iron mortice locks, ¾ by 4 inches, ½ inch thick..... 1 do.. brass drawer locks, 2½ by 3 inches..... 1 do.. brass chest locks, 3 by 2½ inches..... 1 do.. brass till locks, 2½ by 3 inches..... 1 do.. brass pad locks, ¾ by 3 inches..... 1 do.. brass screw rings, 1½ inch..... 20 gross brass screws, gimlet points, Nos. 4 to 24..... 24 do.. do.....do..... Nos. 3 to 34..... 200 feet yellow brass tubing, 1 inch outside diameter, 1½ inch inside diameter..... 5,000 pounds chain cable iron, 1¼ to 1½ inch diameter.....	\$98 00 per bolt..... 18 per yard. 27 do 11 76 per bolt..... 10 64 do 10 88 do 9 52 do 8 96 do 14 00 do 21 00 do 28 00 do 17 00 do 60 per pair..... 40 do 25 per pair. 1 00 do 75 per dozen. 50 do 20 00 do 12 00 do 2 50 do 5 00 do 2 50 do 12 00 do 50 do 3 00 per gross. 1 00 do 36 per foot. 3½ per pound.	Philadelphia. Gosport. Washington.
July 15	June 30	Haney & Adams			
July 15	June 30	Morris & Tanner			

Brooklyn.

75,000	do	..... 1 to 1½	do	.....	3½	do
500	pounds oval bar iron, 3½ by 3½ to 1½ to 1½ inch	.....			3	do
20,000	pounds pure dry white lead	.....			7½	do
5,000	pounds white lead in oil, in 25 and 50 pound kegs	.....			8½	do
2,000	pounds black paint, in oil, in 25 and 50 pound kegs	.....			5	do
100	pounds brown zinc paint, in oil, in 25 and 50 pound kegs	.....			6	do
2,000	pounds white zinc paint, in oil	.....			6	do
1,000	pounds French zinc gloss	.....			10	do
3,000	pounds red lead, dry	.....			8	do
1,000	pounds litharge, dry	.....			6	do
10	pounds sugar of lead, dry	.....			14	do
5,000	pounds whiting	.....			80	do
3,000	pounds lamp black, dry	.....			4	do
3,000	pounds French yellow ochre, dry	.....			½	do
175	pounds Turkey umber, dry	.....			2	do
15	pounds terra de sienna	.....			10	do
100	pounds chrome yellow, dry	.....			16	do
200	pounds chrome green, dry	.....			6	do
10	pounds India red, dry	.....			12	do
200	pounds verdegria, ground in oil	.....			12	do
1,000	pounds venetian red, dry	.....			1½	do
30	pounds Chinese vermilion, dry	.....			1	do
5	pounds Chinese blue, dry	.....			00	do
5	pounds Prussian blue, dry	.....			70	do
25	pounds ultra marine blue, dry	.....			25	do
20	pounds pumice stone	.....			10	do
75	pounds gum shellac	.....			10	do
5,000	gallons linseed oil, raw	.....			75	per gallon.
500	gallons spirits turpentine	.....			55	do
50	gallons spirits wine, 95 per cent. proof	.....			30	do
25	gallons copal varnish	.....			1	do
25	gallons coach varnish	.....			65	do
10	gallons Japan varnish	.....			2	do
50	gallons harness varnish	.....			00	do
40	gallons white demar varnish	.....			1	do
40	gallons bright varnish	.....			00	do
200	pounds brown manganese	.....			22	do
100	pounds asphaltum	.....			1	per pound.
75	pounds ivory black	.....			4	do
					3	do

July 16

June 30

W. D. Kennedy

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 16	1859. June 30	W. D. Kennedy—Continued.	10 pounds Vandyke brown 20 lights, 7 by 9 inches, double thick crown glass..... 50 lights, 8 by 10 inches.....do..... 200 lights, 9 by 12 inches.....do..... 100 lights, 10 by 12 inches.....do..... 50 lights, 10 by 14 inches.....do..... 50 lights, 10 by 16 inches.....do..... 100 lights, 11 by 15 inches.....do..... 100 lights, 12 by 14 inches.....do..... 50 lights, 12 by 16 inches.....do..... 50 lights, 12 by 18 inches.....do..... 50 lights, 14 by 20 inches.....do..... 5' lights, 20 by 24 inches.....do..... 200 port glasses, 6 inches diameter, 1 inch thick, polished.. 12.....do.....5.....do.....do..... 12 clear magazine lens, 12 inches diameter, $\frac{1}{4}$ inch thick.. 12 straight deck lights, 10 by 3 inches..... 300 clamp brushes..... 200 hand scrubbing brushes..... 23 tar brushes, short handled..... 140 whitewash brushes..... 6 hand dusing brushes..... 24 painters' dusting brushes..... 4 varnish brushes..... 20 paint brushes, 000..... 20.....do.....0000..... 20.....do.....00000..... 100.....do.....000000..... 20 ash tool brushes, assorted..... 10 pounds bristles.....	\$0 12 per pound... 4 per light. 4 do 4 do 6 do 8 do 8 do 8 do 10 do 12 do 20 do 30 do 1 00 each. 1 00 do 5 00 do 1 00 do 25 do 20 do 25 do 70 do 75 do 40 do 70 do 45 do 80 do 70 do 90 do 20 do 1 00 per pound.	Brooklyn.

1,200 gallons winter strained sperm oil.....	1 45 per gallon.
100 gallons neatfoot oil.....	1 00 do
5 gallons sweet oil.....	1 50 do
600 gallons fish oil.....	30 do
400 pounds hard brown soap.....	7½ per pound.
12 pounds castile soap.....	15 do
5,000 pounds pure tallow.....	11½ do
35 pounds antimony.....	20 do
600 pounds beeswax.....	30 do
350 bricks, Bath.....	4 each
1,000 bricks, fire.....	4½ do
400 brooms, hickory.....	12 do
600 brooms, corn.....	20 do
75 pounds borax, refined.....	30 per pound.
50 pounds chalk, white.....	1 do
2 pounds chalk, red.....	10 do
18 calls, silver.....	3 00 each.
300 bushels charcoal.....	22 bushels.
100 chimneys, lamp.....	4 each.
10 pounds copperas.....	2 per pound.
2 barrels clay, fire.....	1 50 per barrel.
1,000 pounds cotton, waste wiping stuff.....	18 per pound.
4,000 pounds cotton, waste wiping stuff.....	11 do
150 pounds cotton, packing.....	18 do
3 reams crocus maris cloth.....	7 00 per ream.
60 pounds cane seating.....	45 per pound.
2 pounds cane binding.....	50 do
1 drum, bass.....	25 00 each.
2 drums, tenor.....	10 00 do
7 drum heads, bass.....	2 25 do
14 drum heads, tenor.....	1 00 do
4 drum snares.....	75 do
2 pounds emery flour.....	15 per pound.
60 pounds emery, assorted.....	10 do
6 reams cloth, emery.....	9 00 per ream.
2 glasses, 6½".....	1 00 each.
6 glasses, 3½".....	1 00 do
2 grindstones, 120 pounds each.....	5 00 do
400 pounds glue.....	18 per pound.

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable
1867. July 16	1866. June 30	W. D. Kennedy—Continued	50 hooks, fish, ood 400 inches hoops, mast, hickory 4 leads, Ogden's 4 logs, Massy's 2 lines, chalk, 80 to 100 feet each 50 lines, fishing, 240 feet 2 lines, measuring, metallic, 100 feet 6 gross lampwick, wove 50 pounds lampwick, yarn 2 lamps with reflectors, small size 5 barrels of lime, of 200 pounds each 12 swivel lamps 6 jars chloride lime, in 20 pound jars 50 lanterns, globe, with guards and lamps complete, brass 10 candlestick slides 50 lampcrews, with double tubes 10 filling screws 10 sheets mica 100 pounds mercury, in flasks 1 mill, paint, iron 1,000 needles, sail 800 needles, roping 2 oil stones 50 preservers, life 400 pounds potash 150 palms, mounted, sewing 20 palms, mounted, roping 1,000 pounds rubber, sheet packing 20 pounds sal ammoniac 12 reams sand paper, assorted	\$0 02 each. 2 per inch. 20 00 each. 15 00 do 75 do 30 do 1 50 do 1 00 per gross. 20 per pound. 2 00 each. 2 00 per barrel. 4 00 each. 2 00 do 3 50 do 10 do 4 do 6 do 5 per sheet. 50 per pound. 8 00 each. 2 50 per 100. 2 50 do 50 each. 2 00 do 9 per pound. 30 each. 30 do 50 per pound. 14 do 2 00 per ream.	Brooklyn.

Philadelphia.

80 pounds sulphur, flour of	4½ per pound.
50 pounds soapstone, pulverized.....	5 do
4 seines, of tanned flax, 80 fathoms, with bag and sinkers, complete	80 00 each.
100 pounds thrums	30 per pound.
1, 500 pounds yarn packing	14 do
6 thermometers	2 00 each.
2 10-ton hydraulic jacks, to lift from the feet	90 00 do
3, 000 pounds pure dry white lead	7 per pound...
5, 000 pounds white lead in oil, in 25 and 50 pound kegs	8½ do
500 pounds black paint	5 do
do	8½ do
1, 000 pounds white zinc paint	8 do
600 pounds red lead, dry	7½ do
450 pounds litharge, dry	10 do
25 pounds sugar of lead	1 do
5, 000 pounds whitening, dry	2 do
450 pounds lamp-black, dry	2 do
600 pounds Spanish brown, in oil	4 do
600 pounds French yellow ochre, dry	10 do
12 pounds Turkey umber, dry	10 do
15 pounds terra de sienna, dry	10 do
18 pounds chrome yellow, dry	12 do
25 pounds chrome green, dry	10 do
100 pounds Venitian red	3 do
2 pounds Chinese vermilion	2 00 do
10 pounds Prussian blue	60 do
25 pounds pumice stone, pulverized	5 do
30 pounds gum shellac	10 do
650 gallons linseed oil, raw	80 per gallon.
152 gallons spirits of turpentine	50 do
12 gallons spirits of wine, 95 per cent. proof	50 do
35 gallons copal varnish	1 60 do
40 gallons Japan varnish	85 do
100 gallons bright varnish	92 do
45 barrels thin Wilmington tar, each containing not less than 30 gallons	3 00 per barrel
150 barrels thin Wilmington pitch, each containing not less than 300 pounds	2 25 do
50 barrels No. 1 rosin, each containing not less than 300 lbs	3 00 do

Imports.

6 barrels thin tar, each containing not less than 30 gallons.....	3 00 per barrel.
6 barrels pitch.....do.....do.....300 pounds	2 50 do
2 barrels No. 1 rosin.....do.....do.....do.....	2 25 do
2 barrels coal tar.....do.....do.....do.....30 gallons.	3 00 do
320 gallons winter-strained sperm oil.....	1 50 per gallon.
31 gallons neatfoot oil.....	90 per gallon.
62 gallons fish oil.....	40 do
300 pounds pure tallow.....	12 per pound.
25 pounds hard brown soap.....	8 do
15,000 pounds pure dry white lead.....	7½ do.....
5,000 pounds white zinc paint, in oil.....	8½ do
40 gallons French zinc drying oil.....	1 00 per gallon.
5,000 pounds red lead, dry.....	8 per pound.
600 pounds litharge, dry.....	8 do
4,000 pounds whiting, Spanish, in barrels.....	1 do
1,000 pounds lamp black, dry.....	5 do
1,000 pounds yellow ochre, dry.....	1 do
150 pounds Turkey umber, dry.....	6 do
5 pounds terra de sienna.....	10 do
10 pounds chrome yellow, dry.....	20 do
100 pounds red ochre.....	3 do
4 pounds Chinese vermilion, dry.....	2 00 do
5 pounds Prussian blue, dry.....	60 do
100 pounds East India gum copal.....	35 do
150 pounds South American gum copal.....	20 do
5 pounds punice stone.....	10 do
20 pounds gum shellac.....	16 do
40 pounds gum demar.....	25 do
2 5.30 gallons linseed oil, raw.....	80 per gallon.
300 gallons spirits turpentine.....	55 do
4 gallons spirits wine, 95 per cent. proof.....	1 00 do
15 gallons Japan varnish.....	1 00 do
500 gallons winter-strained sperm oil.....	1 60 do
50 gallons neatfoot oil.....	1 60 do
20 gallons sweet oil.....	1 25 do
600 gallons fish oil.....	60 do
250 pounds hard brown soap.....	8 per pound.
3,000 pounds pure tallow.....	12 do

LIST OF CONTRACTS—Continued.

Date.	Expiration	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 16	1858. June 30	P. Ames.....	500 lineal feet white ash oars, 10 to 18 feet long 600 cubic feet hickory butts..... 550 lights, 7 by 9 inches, double thick crown glass..... 720 lights, 8 by 10 inches.....do..... 340 lights, 9 by 12 inches.....do..... 300 lights, 10 by 12 inches.....do..... 340 lights, 10 by 14 inches.....do..... 100 lights, 11 by 16 inches.....do..... 100 lights, 12 by 14 inches.....do..... 50 lights, 10 by 27 inches.....do..... 100 lights, 12 by 16 inches.....do..... 100 lights, 12 by 18 inches.....do..... 80 lights, 14 by 20 inches.....do..... 95 fort glasses, 7 inches diameter, 1½-inch thick, polished Do.....6.....do.....1.....do..... Do.....5.....do.....1.....do..... 25 clear magazine lenses, 12 inches diameter, 1½-inch thick. Do.....do.....10.....do.....1½.....do..... 26 straight deck lights, 10 by 3 inches..... 30 reams note paper..... 3 pounds gum arabic, refined..... 10 blank books, cap size, 1 quire, half bound, faint lined..... 10 blank books, cap size, 2 quires, half bound, faint lined..... 10 books, blank, cap size, 3 quires, half bound, faint lined..... 10 books, letter, cap size, 3 quires, half bound, faint lined..... 36 books, memorandum, half bound, with loops, 1 quire thick..... 30 books, memorandum, bound in leather, 1 quire thick..... 24 boxes, sand, hard wood..... 10 yards tracing cloth..... 12 bottles carmine ink, half pint bottles.....	\$0 15 per foot..... 35 per cubic ft. 3½ per light. 5½ do 9 do 13 do 14½ do 16 do 15 do 28 do 28 do 27 do 27 do 1 80 each. 1 12 do 1 08 do 5 40 do 3 45 do 80 do 1 50 per ream. 75 per pound. 20 each. 50 do 75 do 75 do 30 do 30 do 10 do 40 per yard. 26 each	Charlestown.
July 16	June 30	A. E. Cutter.....			

10 erasers, with ivory handles	37	do
20 folders, paper, ivory	10	do
48 bottles black ink, half pint, "Maynard & Noyes"	12	do
24 bottles black ink, pint	20	do
48 papers ink powders	4	do
12 inkstands	20	do
2 inkstand dishes	1	50 do
1,000 large envelopes	4	do
1,000 small envelopes	4	do
6 pieces India ink	6	do
24 penknives, 4 blades, Congress	1	00 do
12 pounce and boxes, ivory	12	do
24 gross steel pens, assorted	75	per gross.
24 gross steel pens, "Gillott's," eagle, 12 in box, with holders	20	do
12 dozen penholders	12	per dozen.
12 dozen pencils, drawing, best black, equal to Faber's	6	do
24 dozen pencils, lead, Faber's	42	do
50 dozen pencils, slate, best white Rutland	4	do
4 dozen pencils, camel's hair	10	do
6 reams paper, log	1	00 per ream.
20 reams paper, regulation, cap, faint lined	4	00 do
20 reams paper, cap, faint lined, ruled	3	75 do
20 reams paper, letter, faint lined, ruled	3	50 do
10 reams paper, envelope	1	00 do
2 reams paper, blotting	1	00 do
1 ream paper, cartridge	8	00 do
50 sheets paper, drawing, double elephant	10	per sheet.
50 sheets paper, tracing, double elephant	20	do
12 pens, drawing	15	each.
12 pins, drawing	4	do
6 M quills, No. 891	4	00 per M.
6 rulers, parallel, ebony, 24-inch	2	00 each.
6 rulers, round, ebony	25	do
6 rulers, flat, ebony	12	do
6 rulers, rolling, 20-inch	37	do
2 pounds rubber, prepared in ounce pieces	75	per pound.
24 slates, double, log, hard wood frames	1	00 each.
12 slates, single, log, hard wood frames	25	do
6 slates, porcelain	1	00 do

12 ounces and boxes, ivory.....	12 do
2 gross pens, steel, assorted.....	2 00 per gross.
24 gross pens, steel, "Gillott's" eagle, 12 in box, with hold- ers.....	15 per box.
12 dozen penholders, to suit pens.....	3 per dozen.
8 dozen pencils, drawing, best black, equal to Faber's.....	1 00 do
4 dozen pencils, lead, Faber's.....	1 00 do
500 dozen pencils, slate, best white Rutland.....	5 do
18 dozen pencils, camel's hair.....	10 do
6 reams paper, log.....	1 00 per ream.
15 reams paper, regulation, cap, faint lined.....	2 00 do
60 reams paper, cap, faint lined, ruled.....	3 00 do
30 reams paper, letter, faint lined, ruled.....	2 50 do
8 reams paper, envelope.....	3 00 do
2 reams paper, blotting.....	3 00 do
1 ream paper, cartridge.....	1 00 do
100 sheets paper, drawing, double elephant.....	30 per sheet.
50 sheets paper, drawing, elephant.....	20 do
48 sheets paper, tracing, double elephant.....	30 do
48 pens, drawing.....	3 each.
60 pins, drawing.....	2 do
2 portfolios.....	50 do
5,000 quills, No 83.....	6 00 per M.
12 rulers, parallel, ebony, 24 inches.....	1 00 each.
12 rulers, round, ebony.....	25 do
12 rulers, flat.....	25 do
15 pounds rubber, prepared in ounce pieces.....	75 per pound.
45 slates, double, log, hard wood frames.....	88 each.
12 slates, single, log, hard wood frames.....	25 do
6 slates, porcelain, 8 by 10 inches.....	75 do
24 seals, wafer, ivory.....	25 do
17 dozen sand, black, half-pint papers.....	6 per paper
24 seals, Gunter's.....	20 each.
300 pieces tape, red.....	2 per piece.
100 pieces taste, silk.....	15 do
15 pounds wafers, American.....	35 per pound.
15 pounds sealing wax.....	50 do
1,000 self-sealing envelopes, assorted sizes and colors.....	4 00 per M.
100,000 pounds pig lead, best Misouri.....	7 1/2 per pound..

Washington.

June 30 J. L. Savage.....

July 18

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 18	1853. June 30	J. L. Savage—Continued....	5,000 pounds slab zinc..... 10,000 pounds English or Banca tin..... 240 pounds brazier's solder, long grained..... 5 boxes bright tin plate, 1x. R. G..... 100 pounds refined borax..... 100 pounds white chalk..... 1,000 Nos. American crucibles, best..... 100 pounds glue..... 50 pounds gum shellac..... 200 pounds muriatic acid..... 26 Smiths' bellows, 32 inches wide and 44 inches long, except the pipe, which will be 10 inches long, as per sample. 500 pounds vulcanized rubber, for joints, as ordered..... 40 tons No. 1 American charcoal pig iron, (ton of 2,240 lbs.)..... 35 tons No. 2 Sterling pig iron..... 15 tons No. 1 Sterling pig iron..... 10 tons No. 3 Sterling pig iron..... 25 tierces Alban, moulding sand..... 50 cart loads moulding sand, for small castings..... 50.....do.....do.....large castings..... 10 cart loads bottom sand..... 1 ton hay for foundry use..... 500 pounds straw, for foundry use..... 38,904 pounds round iron, from $\frac{3}{4}$ to 2 $\frac{1}{2}$ inches diameter..... 10,000 pounds round iron, from $\frac{3}{4}$ to 4 inches diameter..... 5,000 pounds square iron, from $\frac{3}{4}$ to 2 $\frac{1}{2}$ inches..... 5,000 pounds flat iron, $\frac{3}{4}$ to 1 $\frac{1}{2}$ inch thick, by 1 $\frac{1}{2}$ to 7 inches wide..... 1,208 pounds thimble iron, $\frac{3}{4}$ to $\frac{5}{8}$ inch thick, by 1 $\frac{1}{4}$ to 5 $\frac{1}{2}$ inches wide.....	\$0 7 $\frac{1}{2}$ per pound.. 38 do 26 do 13 00 per box. 32 per pound. 2 do 3 $\frac{1}{2}$ per No. 20 per pound. 18 do 3 do 12 00 each. 40 per pound. 33 50 per ton. 49 00 do 50 00 do 48 00 do 3 18 per tierce. 1 50 per load. 62 do 44 do 30 00 per ton. 1 per pound. 3 $\frac{1}{2}$ do 3 $\frac{1}{2}$ do 3 $\frac{1}{2}$ do 3 $\frac{1}{2}$ do 3 $\frac{1}{2}$ do 3 $\frac{1}{2}$ do	Washington.
July 18	June 30	P. Otterback.....			
July 20	June 39	Keyser, Troxell & Co.....			

July 23	June 30	H. S. McCombs & Bro.....	350 feet leading hose, in 25 feet lengths.....	80 per foot.....	Kittery.
			48 feet suction hose, in 6 feet lengths.....	2 50 do	
			800 feet leading hose, in 25 feet lengths.....	70 do	Brooklyn.
			150 feet suction hose, in 6 feet lengths.....	2 00 do	
			450 feet leading hose, in 25 feet lengths.....	70 do	Philadelphia.
			30 feet suction hose, in 6 feet lengths.....	2 00 do	
			1,200 feet leading hose, in 25 feet lengths.....	70 do	Gosport.
			300 feet suction hose, in 6 feet lengths.....	2 00 do	
			1 ton lignumvite, 5½ to 8 inches.....	40 00 do	Kittery.
July 23	June 30	William Lang.....	1.....do.....8½ to 12 inches.....	50 00 do	
			1.....do.....12½ to 16 inches.....	60 00 do	
			3.....do.....16½ to 18 inches.....	70 00 do	
			27,000 pounds round iron, from ¾ to 2 inches.....	3 30 per lb.	
			4,000 pounds hammered square iron, 2½ to 3½ inches.....	3 99 do	
			7,000 pounds flat iron, 1 to 1½ inch thick, 2 to 8 inches wide.....	3 43 do	
			2,000 pounds wrought iron spikes, from 4 to 6 inches long.....	5 do	
			5,000.....do.....6¼ to 9.....do.....	4½ do	
			500.....do.....nails, 6-penny to 30-penny.....	7 do	
			100.....do.....clout nails, ¾ to 1¼ inch.....	6½ do	
			1,000 pounds cut iron nails, 4-penny to 40-penny.....	4 do	
			50.....do.....finishing nails, 1 to 2 inches.....	4 do	
			400.....do.....brad head nails, 4-penny to 10-penny.....	4 do	
			70,000 pounds round iron, ¾ to 2½ inches.....	3 30 do	Charlestown.
			25,000.....do.....¾ to 3 inches.....	3 28 do	
			10,000.....do.....¾ to 5½ inches.....	3½ do	
			10,000 pounds square iron, ¾ to 2 inches.....	3 28 do	
			10,000.....do.....2¼ to 5½ inches.....	3 30 do	
			5,000 pounds hammered square iron, 1 to 4 inches.....	3 90 do	
			30,000 pounds flat iron, ¾ to 1 inch thick, 1¼ to 9 inches wide.....	3 35 do	
			12,000.....do.....1¼ to 2 inches thick, 4 to 10.....do.....	3½ do	
			5,000 pounds hoop iron, ¾ to 1 inch thick, ¾ to 2½.....do.....	3 85 do	
			1,000 pounds thimble iron, ¾ to ¾ in. thick, ¾ to 2½ in. wide.....	4½ do	
			3,000 pounds boiler plate iron, ¾ to ¾ inch thick.....	5½ do	
			2,000.....do.....¾ to ¾.....do.....	5½ do	
			500 pounds boiler rivets, ¾ inch and over.....	6 do	
			1,000 pounds sheet iron, Nos. 15 to 25.....	5 do	
			1,000 pounds Russia sheet iron, Nos. 18 to 24.....	13 do	
			500 pounds cast steel, ¾ to 2 inches square.....	15 do	
			500 pounds octagon steel, ¾ to 1½ inch square.....	15 do	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1867. July 23	1868. June 30	William Lang—Continued..	500 pounds German steel 500 pounds blister steel..... 1,000 pounds spike rods, $\frac{1}{4}$ to $\frac{1}{2}$ inch..... 1,000 pounds Russia nail rods 20 tons lignumvite, 4 to 12 inches 160,000 pounds round iron, $\frac{3}{8}$ to $2\frac{1}{2}$ inches..... 84,000.....do..... $2\frac{1}{2}$ to 3 inches..... 23,000.....do..... $3\frac{1}{2}$ to $5\frac{1}{2}$ inches..... 10,000 pounds square iron, $\frac{1}{2}$ to 2 inches..... 9,000.....do..... $2\frac{1}{2}$ to $5\frac{1}{2}$ inches..... 10,000 pounds hammered square iron, 1 to 4 inches..... 50,000 pounds flat iron, $\frac{1}{4}$ to 1 inch thick, $1\frac{1}{2}$ to 9 inches wide..... 30,000.....do..... $1\frac{1}{2}$ to 2 inches thick, 4 to 10.....do..... 3,360 pounds hoop iron, $\frac{1}{8}$ to $\frac{1}{2}$ inch thick, $\frac{1}{2}$ to $2\frac{1}{2}$.....do..... 2,000 pounds angle iron..... 2,000 pounds T iron..... 5,000 pounds thimble iron, $\frac{1}{8}$ to $\frac{1}{4}$ inch thick, $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide..... 14,000 pounds boiler plate iron, 6 to 10, wire gauge..... 6,000.....do..... $\frac{1}{8}$ to $\frac{1}{2}$ inch thick..... 6,000 pounds puddle plate iron, 6 to 10, wire gauge..... 2,000 pounds boiler rivets, $\frac{1}{2}$ inch and over..... 300 pounds sheet iron, Nos. 12 to 20..... 1,000 pounds Russia sheet iron, Nos. 12 to 20..... 1,000 pounds extra cast steel, $\frac{1}{2}$ to $2\frac{1}{2}$ inches square..... 600 pounds octagon steel, $\frac{1}{2}$ to $1\frac{1}{2}$ inch square..... 800 pounds German steel..... 1,200 pounds blister steel..... 600 pounds iron spike rods, $\frac{1}{2}$ to $1\frac{1}{2}$ inch thick..... 5,000 pounds wrought iron spikes, 4 to 6 inches long.....	\$0 18 per pound.... 8 do 44 do 54 do 38 00 per ton. 3.28 per lb.... 34 do 3.20 do 3.28 do 3.28 do 3.86 do 3.29 do 3.33 do 3.94 do 3.98 do 4.34 do 4.24 do 4.96 do 4.95 do 4.10 do 7.46 do 7.23 do 13.89 do 15 do 15 do 13 do 7 do 44 do 5 do	Charlestown. Brooklyn.

	Philadelphia.	Washington.	Gosport.
10,000.....do.....64 to 70.....do.....	4½	do	do
800 pounds wrought iron nails, 6-penny to 30-penny.....	6½	do	do
300.....do.....boat nails, 4-penny to 20-penny.....	7	do	do
200.....do.....sheathing nails, 2 to 3 inches.....	3¾	do	do
100.....do.....clout nails, ¾ to 1½ inch.....	8	do	do
7,000 pounds iron cut nails, 4-penny to 40-penny.....	4	do	do
200 pounds iron finishing nails, 1 to 2 inches.....	4	do	do
200 pounds iron cut brad head nails, 4-penny to 10-penny.....	4	do	do
20,500 pounds round iron, ¾ to 3¼ inches.....	3.26	do	do
6,000.....do.....1½ to 1¾ inch, for eye bolts and hooks, equal to the best chain cable iron.....	3.28	do	do
11,000 pounds square iron, ½ to ¾ inches.....	3.24	do	do
13,000 pounds hammered square iron, ¾ by 2 to 1 by 4½.....	3.84	do	do
21,500 pounds flat iron, 1 by ¾ inch thick, ¾ by 6½ inches wide.	3.24	do	do
4 pieces flat iron, ¾ inch thick, 7 to 12 inches wide, each 16 feet long—257 pounds.....	4.15	do	do
2,500 pounds thimble iron, ¾ to 1 inch thick, ¾ to 2½ inch wide.	4½	do	do
400 pounds sheet iron, No. 17.....	5	do	do
2,500.....do.....¾ to 1 inch.....	4.85	do	do
2,000 pounds wrought iron spikes, 4 to 6 inches long.....	5	do	do
500.....do.....64 to 9.....do.....	4½	do	do
1,000.....do.....nails, 6-penny to 30-penny.....	6.85	do	do
50 pounds iron boat nails.....	5	do	do
3,000 pounds iron cut nails, 4-penny to 40-penny.....	4	do	do
100 pounds iron finishing nails, ¾ to 2 inches.....	4	do	do
800 pounds wrought iron spikes, 4 to 8 inches.....	4	do	do
800 pounds wrought iron nails, 6-penny to 30-penny.....	8	do	do
100 pounds clout nails, ¾ to 2 inches long.....	4	do	do
4,500 pounds iron cut nails, 4-penny to 40-penny.....	5½	do	do
4,000 pounds wrought iron spikes, 4 to 6 inches.....	4½	do	do
1,000.....do.....64 to 10 inches.....	3.37	do	do
40,000 pounds round iron, ¾ to 2½ inches.....	3.24	do	do
25,000.....do.....¾ to 3.....do.....	3.20	do	do
10,000.....do.....¾ to 5½.....do.....	3.37	do	do
10,000 pounds square iron, ¾ to 2 inches.....	3.10	do	do
2,400.....do.....2¼ to 5½ inches.....	3¾	do	do
2,000 pounds hammered square iron, 1 to 4 inches.....	3.35	do	do
3,000 pounds round iron, 1 to 2 inches.....	3.36	do	do
10,000 pounds flat iron, ¾ to 1 inch thick, 1½ to 9 inches wide.			

July 24	June 30	July 16	
			19.....do.....table, brass, 2½ by 5 inches.....
			38.....do.....iron butt, 2½ by 1½ to 4 by 3 inches.....
			6 dozen hooks, cabin door, brass, 3 to 6 inches.....
			6.....do.....coat and hat, brass.....
			6.....do.....pantry, brass, 1 to 2½ inches.....
			12 dozen knobs, mahogany, ½ to 2 inches.....
			12.....do.....black walnut, ¾ to 2½ inches.....
			12 dozen keys, extra, iron and brass.....
			1 dozen locks, brass, mortise, 3 by 4 inches, ½ inch thick, &c.....
			6.....do.....drawer.....2 by 3½ inches.....
			1.....do.....brass, closet..2½ by 4.....do..right and left.....
			1.....do.....do..book-case, ¾ by 3.....do.....
			1.....do.....do.....3.....do.....
			1.....do.....do..pad.....2½ by 3.....do.....
			1.....do.....iron dead.....3½ by 5.....do.....
			6.....do.....do..drawer..2 by 2½ do.....
			3.....do.....do..closet..2½ by 4.....do..right and left.....
			1.....do.....do..pad.....2½ by 3.....do.....
			50 gross screws, brass, gimlet points, Nos. 4 to 24.....
			75.....do.....iron.....do.....Nos. 3 to 24.....
			10,000 tacks, iron, gimp.....
			20.....do.....cut.....
			25 pounds tacks, copper, cut.....
			24 table fasteners, 2½ by 2½ inches.....
			50 pounds wire, brass, assorted.....
			2 water closet fixtures, water valves, stop cocks, China basins, complete.....
			4.....do.....basins, China.....
			2,000 pounds sheet zinc.....
			9 tons ligumvites, 3 to 5 inches.....
			14.....do.....5½ to 8.....do.....
			20.....do.....8½ to 12.....do.....
			13.....do.....12½ to 16.....do.....
			4.....do.....16½ to 18.....do.....
			5.....do.....3 to 5.....do.....
			5.....do.....5½ to 8.....do.....
			5.....do.....8½ to 12.....do.....
			5.....do.....12½ to 16.....do.....
			10.....do.....5 to 8.....do.....
July 24	June 30	A. Q. Wendell	4.....do.....
July 16	June 30	R. M. Nichols	4.....do.....
			30 00 per pound.....
			40 00 do.....
			45 00 do.....
			50 00 do.....
			60 00 do.....
			35 00 do.....
			45 00 do.....
			55 00 do.....
			65 00 do.....
			45 00 do.....
			9 per pound.....
			30 00 per ton.....
			40 00 do.....
			45 00 do.....
			50 00 do.....
			60 00 do.....
			35 00 do.....
			45 00 do.....
			55 00 do.....
			65 00 do.....
			45 00 do.....
			9 per pound.....
			30 00 per ton.....
			40 00 do.....
			45 00 do.....
			50 00 do.....
			60 00 do.....
			35 00 do.....
			45 00 do.....
			55 00 do.....
			65 00 do.....
			45 00 do.....
			9 per pound.....
			30 00 per ton.....
			40 00 do.....
			45 00 do.....
			50 00 do.....
			60 00 do.....
			35 00 do.....
			45 00 do.....
			55 00 do.....
			65 00 do.....
			45 00 do.....
			9 per pound.....
			30 00 per ton.....
			40 00 do.....
			45 00 do.....
			50 00 do.....
			60 00 do.....
			35 00 do.....
			45 00 do.....
			55 00 do.....
			65 00 do.....
			45 00 do.....
			9 per pound.....
			30 00 per ton.....
			40 00 do.....
			45 00 do.....
			50 00 do.....
			60 00 do.....
			35 00 do.....
			45 00 do.....
			55 00 do.....
			65 00 do.....
			45 00 do.....
			9 per pound.....
			30 00 per ton.....
			40 00 do.....
			45 00 do.....
			50 00 do.....
			60 00 do.....
			35 00 do.....
			45 00 do.....
			55 00 do.....
			65 00 do.....
			45 00 do.....
			9 per pound.....
			30 00 per ton.....
			40 00 do.....
			45 00 do.....
			50 00 do.....
			60 00 do.....
			35 00 do.....
			45 00 do.....
			55 00 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1887. July 24	1888. June 30	John Wendell.	5,000 pounds pig lead..... 7,000 pounds drawn lead pipe, $\frac{1}{2}$ to 2 $\frac{1}{2}$ inches diameter..... 360 pounds sheet zinc..... 1,500 pounds banca tin..... 120 pounds braziers' solder..... 10 boxes tin plate, I X..... 30 boxes tin plate, I C, 10 by 14..... 30 boxes tin plate, I C, 14 by 20..... 15 boxes tin plate, S, D, X..... 10 boxes tin plate, DXX..... 35 tons No. 1 American charcoal pig iron, (ton of 2,240 lbs.) 10...do...2.....do.....do..... 10 tons No. 1 sterling iron, (ton of 2,240 lbs.)..... 10...do...2.....do.....do..... 100 pounds flax whipping twine..... 200 pounds flax seine twine..... 700 pounds cotton twine, 5 and 6 threads..... 16 pieces 18-inch red bunting..... 1...do...12-inch...do..... 1...do...9-inch...do..... 1...do...4 $\frac{1}{2}$ inch...do..... 10...do...18-inch blue bunting..... 1...do...12-inch...do..... 20...do...9-inch...do..... 10...do...4 $\frac{1}{2}$ inch...do..... 2...do...18-inch white bunting..... 1...do...12-inch...do..... 1...do...9-inch...do..... 1...do...4 $\frac{1}{2}$ inch...do..... 1...do...18-inch green bunting.....	\$0 7 per pound.... 8 do 9 do 38 do 10 do 14 00 per box. 12 00 do 12 00 do 20 00 do 15 00 do 32 00 per ton. 30 00 do 50 00 do 50 00 do 33 per pound. 34 do 25 do 6 18 per piece. 4 00 do 3 50 do 2 50 do 5 90 do 3 90 do 3 40 do 2 25 do 5 70 do 4 00 do 3 50 do 2 00 do 5 70 do	Brooklyn.

1...do...10-inch yellow bunting.....	4 00	do
25 yards white muslin, $\frac{1}{2}$ yard wide.....	10	per yard.
25 yards black muslin, $\frac{1}{2}$.....do.....	10	do
50 yards blue muslin, $\frac{1}{2}$.....do.....	10	do
100 yards Russia sheeting.....	25	do
6 yards green baize.....	75	do
60 yards fearnought.....	2 75	do
20 yards satinet.....	1 00	do
20 yards broadcloth.....	2 50	do
20 yards hair cloth, 30 inches wide.....	1 50	do
100 yards linen tape.....	2	do
10 pounds white linen thread.....	1 00	per pound.
20 pounds black.....do.....	1 00	do
100 pounds white curled hair.....	35	do
5 papers sewing needles.....	10	do
3 gross black tufts.....	50	do
100 barrels thin tar, each containing not less than 30 galls.....	2 40	per barrel.
125...do...pitch.....do.....do.....	2 25	do
50...do...No. 1 rosin.....do.....do.....	2 25	do
50...do...soft, clear turpentine.....do.....	4 00	do
20...do...coal tar.....do.....do.....	2 25	do
400 gallons tar oil.....	65	per gallon.
1,000 pounds pig lead.....	7	per pound.
3,000 pounds drawn lead pipe, $\frac{1}{4}$ to $3\frac{1}{2}$ inches diameter.....	8	do
50 pounds sheet zinc.....	9	do
50 pounds plate zinc.....	10	do
500 pounds banca tin.....	38	do
3 boxes tin plate, 14 by 20 inches, X.....	14 00	per box.
3.....do.....14 by 20 inches, XX.....	14 00	do
3.....do.....10 by 14 inches, XX.....	12 00	do
50 pounds flax whipping twine.....	34	per pound.
75 pounds flax sewing twine.....	32	do
100 pounds cotton twine, 5 to 8 threads.....	27	do
10 pounds tufting twine.....	35	do
40 lights, 7 by 9 inches, double thick glass.....	3	per light.
40...do...8 by 10...do.....do.....	5	do
40...do...10 by 12...do.....do.....	9	do
40...do...16 by 14...do.....do.....	10	do
40...do...12 by 14...do.....do.....	10	do

Philadelphia.

4 skins buff leather.....	2 50 per skin.
35 pieces 18-inch red bunting.....	6 20 per piece.
30..do...18-inch blue..do.....	6 00 do
25..do...18-inch white bunting.....	5 80 do
200 yards white muslin, $\frac{1}{2}$ yard wide.....	9 per yard.
40 yards casinet.....	1 00 do
100 yards black cotton velvet.....	55 do
60 yards hair cloth, 30 inches wide.....	1 40 do
60 yards.....do....24.....do.....	1 00 do
100 yards osanaburga.....	10 do
50 yards black gimp.....	3 do
500 pounds white curled hair.....	30 per pound.
50 papers sewing needles.....	6 per paper.
60 gross black tufting buttons.....	20 per gross.
200 pounds beeswax.....	33 per pound.
500 bricks, Bath.....	5 each.
6 bellows, smiths', 30 inches.....	9 00 do
500 brooms, hickory.....	12 do
600 brooms, corn.....	20 do
40 pounds borax.....	33 per pound.
400 pounds black lead.....	5 do
1,000 pounds chalk, white.....	3 do
4.....do.....red.....	6 do
24 calls, silver.....	3 00 each.
300 bushels charcoal.....	22 per bushel.
150 chimneys, lamp.....	8 each.
4 barrels clay, fire.....	3 00 per barrel.
200 pounds cotton batting.....	10 per pound.
3,000 pounds cotton, spun.....	13 do
4,000.....do.....waste, wiping stuff.....	11 do
100.....do.....packing.....	18 do
10 pounds crocus maris.....	10 do
1 drum, bass.....	13 00 each.
6 drums, tenor.....	6 00 do
6 drum heads, bass.....	1 50 do
24.....do.....tenor.....	75 do
12 drum snares.....	50 do
40 pounds emery, flour of.....	10 per pound.
60.....do.....assorted.....	10 do

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1867. July 24	1868. June 30	John Wendell—Continued...	100 pounds coopers' flags..... 6 grindstones, 120 pounds each, mounted..... 300 pounds glue..... 800 sheets horn, for lanterns..... 400 hooks, fish, assorted..... 30 hydrometers..... 2 leads, Ericsson's or Ogden's..... 2 logs, Massey's..... 200 lines, fishing, 150 feet, assorted..... 8 lines, measuring, metallic, 75 to 100 feet..... 20 gross lamp wick, wove..... 50 pounds lamp wick, yarn..... 24 lamps, with reflectors, small size..... 30 jars chloride lime, in 20-pound jars..... 200 needles, sail..... 600 needles, roping..... 12 oil stones..... 50 sail prickers..... 50 sail rubbers..... 300 pounds potash..... 10 pounds sal. ammoniac..... 1 ream sand paper, assorted..... 30 pounds stone, rotten, lump..... 100 pounds sulphur, flour of..... 50 pounds soapstone, pulverized..... 100 pounds thrums..... 13 thermometers..... 2,000 pounds yarn, packing..... 25 barrels thin tar, each containing not less than 30 gallons..... 100 barrels pitch.....do.....do.....300 pounds.	\$0 10 per pound.. 6 00 each. 25 per pound. 10 each. 1 00 per hundred. 75 each. 25 00 do 25 00 do 25 00 do 5 00 do 70 per gross. 15 per pound. 1 00 each. 1 00 do 1 00 per hundred. 1 50 do 10 each. 10 do 10 do 10 per pound. 10 do 2 00 per ream. 5 per pound. 3 do 3 do 10 do 50 each. 15 per pound. 2 50 per barrel. 2 50 do	Gosport.

[illegible]

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 22	1858. June 30	Bigler & Wilt—Continued.	50,000 feet, board measure, white pine boards, No. 1, $\frac{1}{2}$ to 1 inch, inclusive..... 25,000 feet, board measure, white pine boards, No. 2, 1 inch thick..... 30,000 feet, board measure, white pine plank, No. 1, $1\frac{1}{2}$ to 2 inches, inclusive..... 10,000 feet, board measure, white pine plank, No. 1, $2\frac{1}{4}$ to 3 inches, inclusive..... 10,000 feet, board measure, white pine plank, No. 1, 4 to 5 inches, inclusive..... 15,000 feet, board measure, white pine plank, No. 2, $1\frac{1}{2}$ to 2 inches, inclusive..... 5,000 feet, board measure, white pine plank, No. 2, 2 to $3\frac{1}{4}$ inches, inclusive..... 30,000 feet, board measure, white pine stage plank, 3 inches 8,088 cubic feet yellow pine mast and spar timber, various sizes.....	\$35 00 per M feet. 83 00 do 47 00 do 50 00 do 50 00 do 36 00 do 37 00 do 20 00 do	Gosport.
July 27	Dec. 1	G. T. Wallace.....	7,840 cubic feet yellow pine beams, various sizes..... 10,000 cubic feet white oak plank stock logs..... 5,100 cubic feet white oak curved timber..... 5-0 cubic feet white oak butts, in the round..... 1,603 cubic feet white oak keel pieces, different sizes..... 1,100 cubic feet white oak rudder stocks, different sizes..... 10,000 cubic feet white pine logs..... 5,000 feet, board measure, white pine boards, No. 1, $\frac{1}{2}$ to 1 inch, inclusive..... 15,000 feet, board measure, white pine boards, No. 2, $\frac{1}{2}$ to 1 inch, inclusive..... 5,000 feet, board measure, white pine plank, No. 1, $1\frac{1}{2}$ to 2 inches, inclusive.....	49 $\frac{1}{2}$ per cub. ft. 42 $\frac{1}{2}$ do 29 $\frac{1}{2}$ do..... 70 do..... 30 do 1 00 do 70 do 13 do 60 00 per M feet. 50 00 do 80 00 do	Charlestown. Gosport. Charlestown.
July 27	Dec. 1	G. W. Lawrence.....			
July 27	June 30	G. W. Lawrence.....			

Date	Item	Quantity	Unit	Price	Location
July 27	5,000 feet, board measure, white pine plank, No. 1, 2½ to 3 inches, inclusive	70	00	do	Brooklyn.
July 28	5,000 feet, board measure, white pine plank, No. 1, 3½ to 4 inches, inclusive	30	00	do	Charlestown.
	15,000 feet, board measure, white pine plank, No. 2, 1½ to 2 inches, inclusive	50	00	do	Philadelphia.
	15,000 feet, board measure, white pine plank, No. 2, 2½ to 3½ inches, inclusive	50	00	do	Brooklyn.
	40,000 feet, board measure, white pine stage plank, 3-inch	20	00	do	Charlestown.
	800 cubic feet yellow locust	1	00	per cub. foot	Philadelphia.
	40,000 cubic feet white oak plank stock logs	42	do	do	Brooklyn.
	45,000 do do do do do do	42	do	do	Charlestown.
	500 cubic feet white pine logs	19	do	do	Philadelphia.
	40,000 feet, board measure, white pine boards, panel, ½ to 1 inch, inclusive	42	90	per M feet.	Brooklyn.
	30,000 feet, board measure, white pine plank, 1½ to 2 inches, inclusive	44	75	do	Charlestown.
	10,000 feet, board measure, white pine plank, 2½ to 4 inches, inclusive	44	90	do	Philadelphia.
	20,000 feet, board measure, white pine stage plank, 3 inches thick, 15 wide	19	90	do	Brooklyn.
	10,000 feet, board measure, black walnut, ½ to 4 inches	59	90	do	Charlestown.
	324 feet, board measure, black walnut, 9 by 9 inches	59	00	do	Philadelphia.
	164 feet, board measure, black walnut, 14 by 14 inches, 10 feet long	59	00	do	Brooklyn.
	300 superficial feet, black walnut veneers	5	per	foot.	Charlestown.
	5,000 feet, board measure, cherry, ½ to 3 inches	49	90	per M feet.	Philadelphia.
	5,000 cubic feet white oak curve timber	49	per	cub. ft.	Brooklyn.
	8,000 feet, board measure, black walnut, 1 to 4 inches thick	70	00	per M feet.	Charlestown.
	6,000 feet, board measure, cherry, 1 to 4 inches thick	70	00	do	Brooklyn.
	2,000 feet, board measure, St. Domingo mahogany, 1 to 4 inches thick	175	00	do	Charlestown.
	4,000 feet, board measure, bay-wood mahogany, 1 to 4 inches thick	150	00	do	Brooklyn.
	160 cords oak wood	5	65	per cord	Charlestown.
	30 cords pine wood	6	00	do	Brooklyn.
	80 cords hickory	7	65	do	Charlestown.
	40,000 cubic feet yellow pine plank, stock logs	274	per	cub. ft.	Brooklyn.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. July 29	1858. June 30	N. W. Coffin.....	5, 000 feet, board measure, clear white ash boards, 1 inch and under..... 5, 000 feet, board measure, clear white ash plank, 1½ to 2 inches..... 10, 000 feet, board measure, clear white ash plank, 2½ to 5 inches..... 5, 000 feet, board measure, clear cypress boards and plank, ½ to 1½ inch..... 500 cubic feet round ash logs, 14 feet long, 14 inches diameter at top end..... 5, 000 feet, board measure, black walnut, 1 to 4 inches thick. 400 feet, board measure, black walnut branch veneers..... 10, 000 feet, board measure, cherry, 1 to 4 inches thick..... 1, 000 feet, board measure, beech plank, 1½ thick, 12 inches wide..... 1, 000 inches black spruce spars, 5 to 10 inches diameter..... 20 pieces black spruce spars, 40 to 50 feet long..... 30.....do.....51 to 65.....do..... 4.....do.....66 to 70.....do..... 300 pieces black spruce shores, 80 to 40 feet long, 9 to 10 inches at butt..... 300 pieces black spruce poles, 2½ to 4 inches diameter, 20 feet long..... 100 cords oak wood..... 10 cords pine wood..... 202 cubic feet white pine mast timber, different sizes..... 124 inches white pine spars, different dimensions..... 4, 000 feet, board measure, black walnut, 1 to 4 inches thick. 500 feet, board measure, black walnut branch veneers..... 500 feet, board measure, cherry, 1 to 4 inches thick.....	\$50 00 per M feet... 50 00 do 50 00 do 45 00 do 60 per cub. ft. 55 00 per M feet. 150 00 do 55 00 do 22 00 do 15 per inch. 3 00 each. 10 00 do 15 00 do 1 00 do 20 do 8 95 per cord. 7 50 do 70 per cub. ft. 75 per inch. 100 00 per M feet... 100 00 do 100 00 do	Charlestown. Brooklyn.
July 29	May 15	Sam. B. Grice.....			
July 29	June 30	Sam. B. Grice.....			

July 29	June 30	D. S. Walton	1,000 feet, board measure, beech plank, $1\frac{1}{2}$ inch thick, 12 inches wide.....	100 00	do	Philadelphia.
July 30	Dec. 1	William White	2,000 pieces white oak staves, in length 62 inches.....	90 00	do	Gosport.
July 30	Dec. 1	D. Ribley & Co.	2,000.....do.....56.....do.....	90 00	do	Philadelphia
July 30	Dec. 1	G. A. Hammond	5,000.....do.....44.....do.....	90 00	do	Kittery.
July 30	June 30		4,000.....do.....31.....do.....	90 00	do	
			3,000 pieces white oak heading, in length 32 inches.....	45 00	do	
			3,000 pieces prime white ash barrel staves.....	1 00	per cub. ft.	
			500 cubic feet yellow locust.....	19	do.....	
			10,000 cubic feet yellow pine plank stock logs.....	263	do.....	
			20,000.....do.....do.....	43	do.....	
			40,000 cubic feet white oak plank stock logs.....			
			3,000 feet, board measure, clear, tough white oak boat boards, $\frac{3}{4}$ to $1\frac{1}{2}$ inch thick.....	57 00	per M feet.	
			5,000 feet, board measure, clear white ash plank, $1\frac{1}{2}$ to 2 inches thick.....	50 00	do	
			2,000 feet, board measure, clear white ash plank, $2\frac{1}{2}$ to 4 inches thick.....	54 00	do	
			5,000 feet, board measure, clear cypress boards and plank, $\frac{3}{4}$ to $1\frac{1}{2}$ inch.....	48 00	do	
			400 cubic feet yellow locust.....	1 24	per cub. ft.	
			4,321 cubic feet yellow pine beams, various sizes.....	35	do.....	
			18,000 feet white ash oars, 13 to 18 feet long.....	6,25	per foot.	
			200 white hickory bars, 12 to 16 feet long.....	1 95	each.	
			500 cubic feet hickory butts.....	24	per cub. ft.	
			10,000 feet, board measure, clear, tough white oak boards, $\frac{3}{4}$ to $1\frac{1}{2}$ inches thick.....	39 00	per M feet..	
			10,000 feet, board measure, clear white ash boards, 1 inch thick and under.....	34 50	do	
			20,000 feet, board measure, clear white ash plank, $1\frac{1}{2}$ to 2 inches.....	34 50	do	
			20,000 feet, board measure, clear white ash plank, $2\frac{1}{2}$ to 4 inches.....	34 50	do	
			20,000 feet, board measure, clear cypress boards and plank, $\frac{3}{4}$ to $1\frac{1}{2}$ inch.....	37 00	do	
			200 cubic feet round ash logs, 14 feet long, 14 inches diameter, at top end.....	42	per cub. ft.	
			10,000 feet white ash oars, 12 to 18 feet long, in proportion.....	53	per foot....	
			50 hickory bars.....	1 90	each.	
July 31	Dec. 1	Nat. Dunn				Philadelphia.
July 31	June 30	Henry Irvin				Gosport.
July 31	June 30	L. O. Southmayd				Brooklyn.

LIST OF CONTRACTS—Continued.

Date	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1857. Aug. 1	1858. Dec. 1	S. P. Brown	30, 000 cubic feet yellow pine plank stock logs	\$0 27½ per cub. ft.	Brooklyn.
Aug. 1	June 30	S. P. Brown	1, 500 cubic feet white pine logs	30 do	Kittery.
			5, 000 feet, board measure, white pine boards, No. 1, ½ to 1 inch, inclusive	45 00 per M feet.	
			5, 000 feet, board measure, white pine boards, No. 2, ¾ to 1 inch, inclusive	35 00 do	
			2, 000 feet, board measure, white pine box boards	15 00 do	
			10, 000 feet, board measure, white pine plank, No. 1, 1½ to 2 inches, inclusive	45 00 do	
			5, 000 feet, board measure, white pine plank, No. 1, 2½ to 3 inches, inclusive	45 00 do	
			3, 000 feet, board measure, white pine plank, No. 1, 3½ to 4 inches, inclusive	44 00 do	
			2, 000 feet, board measure, white pine plank, No. 1, 5 to 6 inches	45 00 do	
			5, 000 feet, board measure, white pine plank, No. 2, 1½ to 2 inches	35 00 do	
			5, 000 feet, board measure, white pine plank, No. 2, 2½ to 3½ inches	39 00 do	
			1, 000 inches black spruce spars, 5 to 10 inches diameter	20 per inch	Brooklyn.
			30 pieces	8 00 each.	
			20 do	8 00 do	
			10 do	20 00 do	
			250 pieces black spruce poles, 2½ to 4 in. diameter, 20 ft. long	30 do	
			900 inches black spruce spars, 5 to 10 inches diameter	20 per inch	Gosport.
			12 pieces black spruce spars, 50 feet long	6 00 each.	
			44 pieces black spruce spars, 56 to 65 feet long	15 00 do	
			150 pieces black spruce poles, 2½ to 4 in diameter, 20 ft. long	28 do	
Aug. 3	Dec. 1	S. Patterson	40, 000 feet, board measure, white oak plank, 4 inches thick	51 00 per M feet	Philadelphia
			20, 000 do	51 00 do	

Aug. 3 Aug. 4	June 30 June 30	Thomas Mount. W. W. Campbell				Brooklyn.
			30,000.....do.....do.....5.....do.....	51 00 do		
			30,000.....do.....do.....do.....6.....do.....	51 00 do		
			1,000 cubic feet yellow locust.....	1 10 per cub. ft.		
			8,000 cubic feet white pine logs.....	25 do		
			65,000 feet, board measure, white pine boards, No. 1, 4 to 1 inch, inclusive.....	40 00 per M feet.		
			20,000 feet, board measure, white pine boards, No. 2, 4 to 1 inch, inclusive.....	25 00 do.....		
			2,600 feet, board measure, white pine box boards.....	17 00 do.....		
			15,000 feet, board measure, white pine plank, No. 1, 1½ to 2 inches, inclusive.....	43 00 do		
			10,000 feet, board measure, white pine plank, No. 1, 2½ to 3 inches, inclusive.....	45 00 do		
			2,007 feet, board measure, white pine plank, No. 1, 3¼ to 4 inches, inclusive.....	45 00 do		
			20,000 feet, board measure, white pine plank, No. 2, 1½ to 2 inches, inclusive.....	30 00 do		
			10,000 feet, board measure, white pine plank, No. 2, 2½ to 3½ inches, inclusive.....	34 00 do		
			10,000 feet, board measure, white pine stage plank, 3 inches.....	33 00 do		
			500 pieces No. 1 Albany plank.....	28 per piece.		
			500 pieces No. 2 Albany plank.....	23 do		
			500 pieces No. 1 Albany boards.....	21 do		
			1,500 pieces No. 2 Albany boards.....	20 do		
			2,800 feet white ash oars, 14 to 18 feet long.....	64 per foot.		
			20 white-heart hickory bars, 12 to 14 feet long.....	1 00 each.		
			300 cubic feet hickory butts.....	40 per cub. ft.		
			35,000.....do.....yellow pine plank stock logs.....	27½ do		
			2,450.....do.....do.....beams, different sizes.....	39½ do		
			479 cubic feet yellow pine mast and spar timber, different sizes.....	55 do		
			Transportation of 1,500 tons coal to Hong Kong, China.....	12 00 per ton.		
			Live oak, for principal pieces, as stems, apron, stemson, deadwoods, stern post, stern post knees, deadwood knees, keelons, riders, and hoops, estimated at 2,800 cubic feet.....	2 00 per cub. ft.		
			Live oak, frame timbers of all other kinds, estimated at about 13,000 cubic feet.....	1 50 do		
Aug. 17	June 30	John Wendell				
Aug. 19 Sept. 23	Dec. 1 Dec. 1	S. P. Brown Henry Buck				Kittery. Brooklyn.
Nov. 1 Nov. 17	..... July 30	Weld & Co. W. C. N. Swift				

No. 5.

*Abstract of annual report from the Bureau of Provisions and Clothing,
dated November 6, 1857.*

Transmits estimates, with abstracts and statements.

Sets forth the value of preserved vegetables and preserved meats for naval use.

Recommends the establishment of bakeries for the navy.

Asks for appropriation on account of provisions, &c., issued to "supernumeraries" returning from Nicaragua.

Renews recommendation for creation of grade of assistant pursers.

Renews recommendation for increase of pay of pursers' clerks at navy yards.

BUREAU OF PROVISIONS AND CLOTHING,
November 6, 1857.

SIR: In compliance with your instructions dated August 19, 1857, I have the honor to submit the enclosed estimates marked A, B and C, for the wants of this bureau for the fiscal year ending 30th June, 1859, with abstracts and statements marked D to O, inclusive.

The affairs of this bureau are in good condition. Its efforts to procure from contractors the prompt delivery of stores, of the best quality, and to distribute them seasonably to ships and foreign squadrons, have been ably seconded by the inspectors in charge of provisions, &c., and have been, in a great degree, successful. From the very high prices of provisions, during the last fiscal year, a few of the contractors were delinquent, in part, but no great inconvenience or loss to the government has resulted therefrom.

Preserved vegetables.

The most valuable improvement which has been made, for many years, in the diet of the sailor, is the introduction of vegetables prepared, by a French process, in such a manner as to retain their nutritive and wholesome qualities for years and in all climates.

Modern science has discovered a mode by which vegetables are perfectly preserved by desiccation. In 1845, Masson, a French gardener, conceived the idea of preserving vegetables of different kinds by drying and pressing, and in 1850 introduced the process to public notice.

Vegetables, thus treated, could be kept many years, but, though adopted in the French marine with some success, extensive experiments made in our navy proved that the difficulty of cooking them properly was so great as to make them useless to us. But, subsequently, Morel Fatio perfected the method of Masson by steaming the vegetables before drying and pressing, and now it is an established fact that, when thus prepared, they are easily preserved for many years, retaining their nutritious and wholesome qualities, and their original flavor,

almost unimpaired, and they may be cooked properly by the most inexperienced person. The advantages flowing from the use of these vegetables by ships on long cruises are inestimable; and when it is added that sixteen thousand of these rations are contained in a cubic yard, and that the cost of each ration of the "mixed vegetables" (composed of carrots, turnips, potatoes, cabbage and onions) is but one cent and six-tenths, it will not be deemed unreasonable in me to recommend their substitution for dried fruit, rice or cheese, at least twice or thrice in each week. By your sanction a quantity has been procured and supplied to the several squadrons, with orders to substitute them for dried fruit once in each week.

Should the reports from ships using these vegetables prove favorable, as is confidently anticipated, it will unquestionably be advantageous to the naval service to continue and extend their use.

Preserved meats.

It is desirable that the new processes for preserving food which have been presented for public favor within the last few years should be fairly tested and adopted in our navy as soon as a more wholesome and palatable diet for sailors can be found. The subject of alimentation has, within the present century, engaged much of the attention of men of science in Europe and in the United States.

In 1809 Appert, of London, invented the mode of preserving meats fresh, by partially cooking them and by expelling the air from the glass or tin vessels in which they are placed, and hermetically sealing the same.

Many attempts have been made to improve upon this mode, but hitherto, it is believed, without success. Meats preserved in this manner have formed part of the ration in the British and French navies for some years, and they are doubtless preferable for a portion of the time to salted meats. It is to be hoped that some one of the many ingenious minds so intensely engaged in inventions at the present day may evolve a system for more perfectly preserving meats for sea use. Meantime, it would be advisable, in my opinion, to give to the Secretary of the Navy the power to substitute preserved or desiccated fresh meats for the salted meats now composing a part of the navy ration, whenever he shall be satisfied that the health and comfort of the sailor would be promoted thereby.

Bakery.

In this connexion I would again renew my recommendation for the erection of a bakery for the navy at some one of the navy yards on the Atlantic coast.

The health and contentment of the sailor, and the efficiency of the ship, depend more upon the quality of the bread on board, than upon any other part of the ration. Yet, the present system of procuring navy bread, by contract with the lowest bidder, makes it impossible to obtain that which is best, or will keep longest at sea.

Bread may be made of adulterated, or old and deteriorated flour

which has been, by chemical process, so far restored as to appear sweet and good, and to deceive all but the most skillful judges. Yet time soon shows its defects, though too late to prevent the misfortune of having bread which is not only unwholesome and injurious to the sailor, but causes pecuniary loss to the government, and seriously interferes with the movements of the ship.

Southern flour, made from hard wheat, keeps much better than that from northern or western wheat; hence the Haxall, Gallego, and other southern brands are, almost exclusively, sought for exportation to tropical countries, though others are equally good for use on shore. The bread made from this southern flour is more compact, and lasts longer than that made from any other kind.

The British and French governments not only bake the bread for their navies in their own bakeries, but they buy the wheat, and grind it into flour in their own mills. The reason for this is two-fold; first, to prevent adulteration; and second, to secure bread made of the kind of flour best suited to sea use. The finest and whitest flour does not make the most wholesome bread, nor that which keeps longest at sea. A certain proportion of bran is found to improve bread in its preservation, as well as in its nutritive and wholesome qualities.

Under the present system of contracts, competition not unfrequently leads bakers to engage to furnish bread at ruinous prices. Hence, it is not surprising that they should endeavor to save themselves by using inferior, and even unwholesome flour, the faults of which cannot always be detected.

The whole quantity of bread condemned in the navy for the last six years was 1,599,262½ pounds, costing \$79,714 04. It cannot be doubted that a large portion of this loss would have been avoided had there been a public bakery for the navy.

The expense of building a bakery of the most approved construction, and of sufficient capacity to supply the wants of the navy for years to come, would not equal the loss of bread, by condemnation, every three years.

Considering that the health of the sailor and the efficiency of the ship depend so much upon the bread on board, and that under the existing system of procuring it so little reliance can be placed upon its being of the best, or even of good quality, I cannot too strongly express the hope that a bakery will be authorized at New York or at Norfolk.

I would also recommend that a government bakery be established at the navy yard at Mare island for the supply of the Pacific and East India squadrons.

Hitherto a great part of the bread for our naval forces in the Pacific has been made at Valparaiso. This should be no longer permitted. The wheat crop in California is now so abundant as not only to supply the wants of the resident population, but to afford a considerable surplus for exportation. Instead of taking large quantities of bread-stuffs from the Atlantic States and from Chili, San Francisco is now sending cargoes of wheat to New York.

With suitable facilities for baking the naval forces in the Pacific

can be better and more cheaply supplied with bread at Mare island than from any other quarter.

The bread for the East India squadron is now received from our own Atlantic ports, or it is baked in China from American flour sent out for the purpose, mixed with that of the country.

The average passage from New York to Hong Kong may be stated at 120 days, while from San Francisco to the same port is but 40 days; and the natural course of trade gives facilities for cheap and frequent shipments to China by which the squadron stationed there may be supplied from California with bread made in our own country, which has not passed through the tropics twice, and which has not been made from flour after a voyage of 19,500 miles.

A bakery at Mare island need not, for the present wants of the service, be as large as the one proposed for the Atlantic, but in view of the possibility of a war with a maritime power, as well as of the importance of our possessions and commerce in the Pacific, it would seem advisable to build with some reference to the prospective wants of the navy.

Issues to Supernumeraries from Nicaragua.

During the present year large numbers of Americans returning from Nicaragua found refuge on board several of our national ships and, being in a destitute condition, were fed and clothed from the stores of the government.

Humanity called for this expenditure, which seems in every ship to have been kept within moderate limits; but as the issues were properly chargeable neither to the appropriation for "clothing for the navy" nor to that for "provisions," I respectfully recommend an additional appropriation sufficient to reimburse the amounts taken from the two appropriations mentioned.

The aggregate expenditures for this purpose in the "Wabash," "Roanoke," "Cyane," and "Saratoga," amount to \$3,106 27 for "clothing," and \$4,004 14 for "provisions."

There are also some issues of small stores to the same persons, amounting to \$265 75 in all, which should be restored to the appropriation "pay of the navy." The "Independence" and "St. Mary's" made similar expenditures under all these heads, but, in the absence of official returns, the amounts cannot be stated.

Assistant Purasers.

The creation of a grade of assistant pursers is again recommended as being calculated to give greater efficiency to the pay department and to relieve commanding officers of small vessels from the performance of duties which do not legitimately belong to them.

The commander of a vessel-of-war ought not to be required to do the duty of a purser in addition to his own. In such case he cannot give his full attention to his duties as commander; and besides he is placed in a false position by acting as paymaster to his crew when there can be no umpire between them—himself being the arbiter as well as a party in any question which may arise relating to accounts.

From his want of acquaintance with pursers' duties a commanding

officer acting as purser is sure to encounter losses on the settlement of his accounts at the end of the cruise, yet he receives no additional pay for his increased responsibility and labor.

The pay department of the navy would, doubtless, be improved by the appointment of assistant pursers who should be subject to an examination before appointment, whose appropriate service should be in small vessels; who should not be required to give bonds for so large an amount as pursers are required to do, and whose pay should be less.

Pursers' Clerks.

The pay of pursers' clerks at navy yards was, by the law of 1842, fixed at \$500 per annum, a sum quite inadequate to the services or the decent support of those officers. The clerk of the yard, the first clerk to commandant, and the first clerk to the naval storekeeper, receive \$1,200 per annum each, yet none of them have more arduous or responsible duties, nor do their places call for more capacity or integrity than those of pursers' clerks at the same yards. The mechanics at those yards are all better paid. The mere copying clerk in Washington is paid more than twice as much, and the colored laborer in the departments receives \$100 per annum more than a purser's clerk, who keeps the rolls of one hundred or two hundred officers and two thousand men, and who prepares the accounts for the disbursement of a million dollars per annum. Since the year 1853, Congress has annually appropriated \$750 for the pay of each of those officers; but, as the appropriations were based upon the estimates from the department, and not upon the existing law, the fourth auditor has recently prohibited the further payment of more than \$500 per annum, and has notified the officers mentioned that they must refund the difference between the two sums last named.

It is to be hoped that Congress, in its wisdom, will avert this calamity from a most deserving class of officers, and will give them a pay in some measure commensurate with the importance of their duties.

I am, sir, very respectfully, your obedient servant,

H. BRIDGE, *Chief of Bureau.*

HON. ISAAC TOUCEY,
Secretary of the Navy.

Schedule of the papers accompanying the report of the chief of the Bureau of Provisions and Clothing to the Secretary of the Navy, dated November 6, 1857.

- A.—Estimate of the expenses of the bureau for the fiscal year.
- B.—Estimate for provisions for the navy for the fiscal year.
- C.—Estimate for contingent for the navy for the fiscal year.
- D.—Statement showing the value of provisions, clothing, and small stores on hand.
- E.—Statement showing the value of shipments made by the bureau to foreign stations.

- F.—Abstract of proposals received for navy supplies.
 G.—Statement showing the cost of provisions, clothing, and small stores condemned.
 H.—Abstract of proposals received for clothing and clothing materials.
 I.—Abstract of proposals received for small stores.
 K.—Abstract of proposals received for salt-water soap, candles, &c.
 L.—Abstract of proposals received for beef and pork.
 M.—Abstract of proposals received for fresh beef and vegetables.
 N.—Abstract of proposals received for transportation of stores.
 O.—Statement of contracts made by the bureau during the year.

A.



Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1859.

For salary of one clerk of the fourth class, per act of Congress of March 3, 1853	\$1,800 00
For salaries of four clerks of the second class, per acts of Congress of March 3, 1853, and April 22, 1854.....	5,600 00
For salary of one messenger, per joint resolution of Congress of August 18, 1856.....	840 00
For salary of one laborer, per joint resolution of Congress of August 18, 1856.....	600 00
	<hr/>
	8,840 00
	<hr/>

Contingent.

For blank books, stationery, and miscellaneous items...	700 00
	<hr/>
Appropriated for the year ending June 30, 1858—	
For salaries of clerks, messenger, and laborer.....	8,840 00
For contingent.....	700 00
	<hr/>
	9,540 00
	<hr/>

Asked to be appropriated for the year ending June 30, 1859—

For salaries of clerks, messenger, and laborer.....	8,840 00
For contingent.....	700 00
	<hr/>
	9,540 00
	<hr/>

H. BRIDGE,
Chief of Bureau.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

B.

Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance for the fiscal year ending June 30, 1859.

ESTIMATE FOR PROVISIONS FOR 8,500 MEN.

One ration per day for 8,500 men would be, for the year, 3,102,500 rations, at 25 cents each.....	\$775,625 00
One ration per day for 750 commission and warrant officers "attached to vessels for sea service" for the year would be 273,750 rations, at 25 cents each.....	68,437 50
One ration per day for 750 officers and marines "attached to vessels for sea service" would be 273,750 rations, at 25 cents each.....	68,437 50
Additional sum required for an estimated number of 4,000 men, who may decline to draw the spirit portion of their ration, as provided by the acts of March 3, 1847, and August 3, 1848.....	29,200 00
	<hr/> 941,700 00 <hr/>
Asked to be appropriated for the year ending June 30, 1859	941,700 00
Appropriated for the year ending June 30, 1858.....	850,450 00
Excess	<hr/> 91,250 00 <hr/>

This excess is occasioned by the addition of one thousand men to the navy, per act of Congress, March 3, 1857.

H. BRIDGE,
Chief of Bureau.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

C.

Estimate of the sum which will be required by the Bureau of Provisions and Clothing under the head of contingent for the fiscal year ending June 30, 1859.

CONTINGENT.

To meet the demands upon the bureau for candles, freight to foreign stations, transportation from station to stations within the United States, cooperage, pay of assistants to inspectors, advertising for proposals, printing pursers' blanks, and stationery for cruising vessels....	\$68,000 00
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H. BRIDGE,
Chief of Bureau.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

D.—Statement showing the value of provisions, clothing, small stores, and contingent on hand at the United States navy yards and at naval depots on foreign stations, July 1, 1857.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Conting't.
Portsmouth, N. H.	July 1, 1857.	\$348 62			\$407 42
Boston, Mass.	do.	61,559 55	\$90,534 66	\$6,113 90	4,260 70
New York.	do.	72,920 49	154,835 18	16,071 36	6,685 96
Philadelphia, Pa.	do.	2,381 62	9,502 56	854 86	48 81
Washington, D. C.	do.	3 182 10	5,643 88	291 83	263 45
Norfolk, Va.	do.	80,105 11	65,120 59	11,650 58	2,444 95
Warrington, Fla.	do.	13,850 30	18,254 38	4,830 23	1,203 81
Mare Island, Cal.	do.	31,420 15	36,311 14	7,298 04	1,765 11
Valparaiso, Chile.	do.	41,410 05	18,262 50	3,541 45	596 48
Rio de Janeiro, Brazil.	do.	24,796 91	16,176 32	5,518 64	1,477 30
Speszia, Sardinia.	do.	22,494 95	24,691 02	6,684 63	1,311 28
Porto Praya, Cape de Verd Islands.	do.	17,294 08	13,641 63	2,635 11	2,304 67
Hong Kong, China.	do.	18,231 28	44,780 98	4,085 29	-----
Total.	-----	389,995 21	497,754 84	69,575 92	22,769 94

NAVY DEPARTMENT, Bureau of Provision and Clothing.

E.—Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the United States naval squadrons on foreign stations during the fiscal year ending June 30, 1857.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingent.
China squadron.	Nov. 27, 1856.	\$6,113 30		\$1,301 03	-----
Do.	April 3, 1857.	16,053 21	\$552 26	2,138 67	-----
Do.	June 9, 1857.	35,055 33	2,287 70	865 15	\$907 20
Mediterranean squad'n	July 29, 1856.	19,838 31	13,197 75	5,240 95	-----
Do.	Jan. 10, 1857.	18,836 38	1,713 98	2,791 81	613 25
African squadron.	Dec. 12, 1856.	13,002 16	5,432 25	243 86	-----
Do.	Feb. —, 1857.	6,554 75	2,540 23	2,085 85	-----
Brazil squadron.	Sept. 6, 1856.	19,574 31	3,683 04	2,355 04	748 80
Do.	April 4, 1857.	17,670 21	4,487 71	1,855 38	100 00
Pacific squadron.	July 12, 1856.	4,010 27			-----
Do.	Sept. 18, 1856.		1,096 87	508 80	197 81
Do.	Oct. 25, 1856.	21,592 06	7,263 00	2,445 12	1,890 00
Do.	Oct. 30, 1856.	344 73	1,205 57		-----
Do.	Nov. 13, 1856.	10,997 74			-----
Do.	Nov. 17, 1856.	196 67			-----
Do.	Jan. —, 1857.				1,058 87
Do.	Mar. —, 1857.	3,118 52	1,890 61	193 12	-----
Do.	April 18, 1857.	34,238 85	19,895 34	4,868 88	1,553 10
Do.	April 20, 1857.	2,451 20	367 14		443 60
Do.	May 9, 1857.	827 34	1,181 18		-----
Do.	June 5, 1857.	15,561 82	2,755 67	2,118 27	453 60
Total.	-----	245,037 16	69,550 20	29,009 93	7,976 23

NAVY DEPARTMENT, Bureau of Provision and Clothing.

F.

Abstract of proposals received for "navy supplies" for the fiscal year ending June 30, 1858, under the advertisement of the Bureau of Provisions and Clothing, dated March 17, 1857.

Names.	Residence.	Biscuit—100 pounds.						Flour—barrel.	
		Boston.		New York.		Norfolk.		Boston.	N. York.
		Tight.	Flour.	Tight.	Flour.	Tight.	Flour.		
Andrew H. Ward, Jr.	Boston, Mass								
Richardson & Co.	Baltimore, Md							\$7 89	\$7 89
Gilbert Bulson	Philadelphia								
Johnson & Richardson	Charlestown, Mass								
Charles T. Goodwin	New York			\$4 85	\$4 00				8 00
Levi Bartlett & Co.	Boston, Mass								
Ephraim Treadwell & Sons	New York			4 67	3 97				
William Macomber	Boston, Mass								
Peters & Reed	Norfolk, Va							10 25	10 25
John Wallower & Son	Harrisburg, Pa								
Doyle & Irwin	Norfolk, Va								
Joseph McKee	New York								
Hyde & Davidson	Georgetown, D. C								
Wells & Prevost	New York								
John Acosta	New York	\$7 35	\$6 04	7 00	5 75	\$7 35	\$6 04	7 93½	7 93½
J. & A. Landon*	Rutland, Vt							9 03	8 60
Charles H. Brown	Georgetown, D. C	5 05	4 73	4 96	4 65	4 63	4 51	7 61	7 57
William Lang	Boston, Mass							9 50	9 50
Ingham Coryell	Lambertville, N. J								
John A. Higgins	Norfolk, Va							9 70	9 40
Gurdon K. Tyler	Baltimore, Md	5 49	4 80	5 40	4 75	5 25	4 65		
Mullett & Bradbury	Charlestown, Mass							7 99	

M. Bartlett.....	Boston, Mass.....	4 49½	3	4 69½	3 69½	4 80	3 86½	5 79½	5 86	6 18
Oren H. Granville.....	Boston, Mass.....	-----	-----	-----	-----	-----	-----	-----	-----	-----
David Cooper.....	Philadelphia.....	-----	-----	-----	-----	-----	-----	8 50	8 50	8 50
Henry B. Williams.....	Boston, Mass.....	-----	-----	-----	-----	-----	-----	7 95	-----	-----
St. John O'Doris.....	Philadelphia.....	-----	-----	-----	-----	-----	-----	-----	-----	-----
Lepage Brothers.....	Norfolk, Va.....	-----	-----	-----	-----	-----	-----	-----	-----	7 73
Samuel S. Bigler*.....	Harrisburg, Pa.....	5 40	4 48	-----	-----	-----	-----	-----	-----	-----
James Weld & Co.....	Boston, Mass.....	4 91	4 24	4 91	4 24	4 94	4 44	7 73	7 23	7 39
Thomas Brown.....	Georgetown, D. C.....	-----	-----	-----	-----	-----	-----	-----	-----	-----

* Informal.

ABSTRACT—Continued.

Names.	Residence.	Rice—100 pound.			Dried apples—pound.			Pickles—pound.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
Andrew H. Ward, jr.	Boston, Mass.									
Richardson & Co.	Baltimore, Md.	\$5 98	\$5 98	\$5 98	\$0 14.49	\$0 14.49	\$0 14.49			
Gilbert Bulson	Philadelphia									
Johnson & Richardson.	Charlestown, Mass.				14					
Charles T. Goodwin.	New York.									
Levi Bartlett & Co.	Boston, Mass.	5 75	5 75	6 25						
Ephraim Treadwell & Sons.	New York.									
William Macomber.	Boston, Mass.							\$0 5.74	\$0 5.74	\$0 5.87
Peters & Reed.	Norfolk, Va.									
John Wallower & Son.	Harrisburg, Penn.				15½	9½	9½			
Doyle & Irwin.	Norfolk, Va.				15½	15½	15½			
Joseph McKee.	New York.				8.49	8.49	8.49			
Hyde & Davidson.	Georgetown, D. C.									
Wells & Prevost.	New York.									
John Acosta.	New York.	6 00	5 87½	6 00	14½	14½	14½	7½	7½	7½
J. & A. Landon.	Rutland, Vt.							8½	8½	8½
Charles H. Brown.	Georgetown, D. C.				9.47	9½	8.47			
William Lang.	Boston, Mass.	5 24	5 24	5 45	14½	14½	14½			
Ingham Coryell.	Lambertville, N. J.									
John A. Higgins.	Norfolk, Va.				13½	11	16½	8½	8	8
Gordon K. Tyler.	Baltimore, Md.									
Mullett & Bradbury.	Charlestown, Mass.	5 24			12.37			6½		
M. Bartlett.	Boston, Mass.									
Oren H. Granville.	Boston, Mass.	5 24	5 24	5 49	10	10	10½			
David Cooper.	Philadelphia.	6 74	6 74	6 74	22	22	22	5.95	5.95	5.95

ABSTRACT—Continued.

Names.	Residences.	Sugar.			Coffee.		Tea.		Beans.		
		Boston.	New York.		New York.	Boston.	New York.	Nork.	Boston.	New York.	Nork.
		Pound.	Pound.	Pound.	Pound.	Pound.	Pound.	Pound.	Bushel.	Bushel.	Bushel.
Andrew H. Ward, Jr.	Boston, Mass.										
Richardson & Co.	Baltimore, Md.	\$0 13	\$0 13	\$0 13	\$0 14						
Gilbert Bulson.	Philadelphia										
Johnson & Richardson.	Charlestown, Mass.	12.97							\$2 38	\$2 38	\$2 38
Charles T. Goodwin.	New York								2 59		
Levi Bartlett & Co.	Boston, Mass.	13.25	13.25	14	\$0 49	\$0 52	\$0 54				
Ephraim Treadwell & Sons.	Boston, Mass.	14	14	14							
Peters & Reed.	Norfolk, Va.		14	14						2 39	2 39
John Wallower & Son	Harrisburg, Pa.										
Doyle & Irwin.	Norfolk, Va.										
Joseph McKee	New York.		11 $\frac{1}{2}$		12 $\frac{1}{2}$		43 $\frac{1}{2}$	45 $\frac{1}{2}$			
Hyde & Davidson.	Georgetown, D. C.										
Wells & Prevost	New York.										
John Acosta	New York.	14 $\frac{1}{2}$	14 $\frac{1}{2}$	14 $\frac{1}{2}$	18 $\frac{1}{2}$	62	61	62	2 79	2 60	2 79
J. & A. Landon	Rutland, Vt.										
Charles H. Brown.	Georgetown, D. C.	12.43	12.33	12.23					2 41	2 39	2 35
William Lang	Boston, Mass.	11.15	11.16	11.48	12.48	44	44	48	1 98	1 98	2 25
Ingham Corryell.	Lambertville, N. J.										
John A. Higgins.	Norfolk, Va.	13 $\frac{1}{2}$	13.70	13 $\frac{1}{2}$	15	85	80	85	2 98	2 73	2 72
Gardon K. Tyler.	Baltimore, Md.										
Mullett & Bradbury	Charlestown, Mass.	12.35			13	49.74			2 36		
M. Bartlett.	Boston, Mass.										
Orin H. Granville.	Boston, Mass.	13.82	13.82	14	13.72	67	67	72	2 49	2 49	2 56

David Cooper.....	Philadelphia.....	12. 44	12. 44	12. 44	12. 44	11. 99	47½	47½	3 50	3 50	3 50
Henry B. Williams.....	Boston, Mass.....	12. 67					42½		2 43		
St. John O'Doris.....	Philadelphia.....										
Lepage Brothers.....	Norfolk, Va.....										
Samuel S. Bigler.....	Harrisburg, Pa.....										2 31
James Weld & Co.....	Boston, Mass.....										
Thomas Brown.....	Georgetown, D. C.										

• Informal.

ABSTRACT—Continued.

Names.	Residence.	Molasses.			Vinegar.			Whiskey.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
Andrew H. Ward, Jr.	Boston, Mass.	Gallon.	Gallon.	Gallon.	Gallon.	Gallon.	Gallon.	Gallon.	Gallon.	Gallon.
Richardson & Co.	Baltimore, Md.	.....	.....	.....	\$0 18	\$0 18	\$0 18	.....	.....	.....
Gilbert Bulson	Philadelphia	.....	.....	.....	.....	.....	.....	.....	.....	.....
Johnson & Richardson	Charlestown, Mass.	\$0 69½	.....	.....	.....	.....	.....	.....	.....	.....
Charles T. Goodwin.	New York.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Levi Bartlett & Co.	Boston, Mass.	75	\$0 80	\$0 80	.....	.....	.....	.....	.....	.....
Ephraim Treadwell & Sons.	New York	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Macomber	Boston, Mass.	99½	99½	99½	.....	.....	.....	.....	.....	.....
Peters & Reed	Norfolk, Va.	.....	98	98	.....	.....	.....	.....	.....	.....
John Wallower & Son.	Harrisburg, Pa.	.....	.....	.....	.....	.....	.....	\$0 38½	\$0 41	\$0 40
Doyle & Irwin	Norfolk, Va.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Joseph McKee	New York	.....	.....	.....	.....	17	.....	.....	.....	.....
Hyde & Davidson	Georgetown, D. C.	.....	.....	.....	.....	.....	.....	49	49	49
Wells & Prevost.	New York	.....	.....	.....	18	16½	18	.....	.....	.....
John Acosta	New York	98	96	98	25	24½	25	40	39½	40
J. & A. Landon*	Rutland, Vt.	.....	.....	.....	18	18	18	.....	.....	.....
Charles H. Brown	Georgetown, D. C.	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Lang	Boston, Mass.	80	80	80	16	16	18	.....	.....	.....
Ingham Correll	Lambertville, N. J.	.....	.....	.....	.....	.....	.....	45	43	45
John A. Higgins	Norfolk, Va.	1 10	1 08	98	30	30	30	55	46	41
Gordon K. Tyler	Baltimore, Md.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mullett & Bradbury	Charlestown, Mass.	56	.....	.....	19	.....	.....	39	.....	.....
M. Bartlett.	Boston, Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oren H. Granville	Boston, Mass.	68½	68½	72	16	16	17	53	52	54

David Cooper	Philadelphia	89	89	27½	27½	65	60	43
Henry B. Williams	Boston, Mass.	85	---	10	---	60	60	---
St. John O'Doris	Philadelphia	---	---	---	---	---	---	---
Lepage Brothers	Norfolk, Va.	---	73½	---	---	---	---	---
Samuel S. Bigler*	Harrisburg, Pa.	---	---	---	18	---	39	---
James Weld & Co.	Boston Mass.	---	---	---	---	---	---	---
Thomas Brown.	Georgetown, D. C.	---	---	---	---	---	---	---

• Informal.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

F.—Continued.

Abstract of proposals received for biscuit and flour, to be delivered at Warrington, Florida, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated April 14, 1857.

Names.	Residence.	Biscuit.	Flour.
Thomas Conlin	Warrington, Fla.	Pounds.	Barrels.
L. A. Gandel, Jr., & Co.	New Orleans, La.	\$0 5	\$7 00
C. P. Knapp.	Pensicola, Fla.	6½	---
N. F. Rice	New Orleans, La.	6½	8 75

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

G.

Statement showing the cost of provisions, clothing, small stores, and contingent condemned on board the national vessels and at the naval stores at home and abroad, or otherwise destroyed, loss by leakage, evaporation, or other casualties of the service; also the amount condemned and sold at auction, with the amount of net proceeds of such sales, from July 1, 1856, to June 30, 1857, inclusive, so far as returns have been received.

Stations.	Provisions.		Clothing.		Small stores.		Contingent.	
	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.	Cost.	Net proceeds.
Portsmouth, New Hampshire	\$1,616 13	\$554 27	\$397 21	\$182 35	\$91 20	\$13 62	\$84 02	\$4 33
Boston, Massachusetts	4,654 32	822 67	4,953 82	1,025 02	133 45	37 31	-----	122 09
New York	5,589 36	1,635 12	6,921 40	6,502 78	410 82	169 19	28 62	2 03
Philadelphia, Pennsylvania	2,049 11	677 52	-----	-----	-----	-----	-----	-----
Baltimore, Maryland	-----	-----	-----	-----	-----	-----	-----	-----
Washington, District of Columbia ..	404 98	71 96	14 12	6 35	47 50	4 83	-----	47
Norfolk, Virginia	1,447 98	828 53	3,370 96	1,012 49	1,453 50	458 53	-----	-----
Charleston, South Carolina	-----	-----	-----	-----	-----	-----	-----	-----
Warrington, Florida	2,588 68	711 70	1 02	43	-----	-----	-----	-----
Key West, Florida	890 73	94 84	-----	-----	-----	-----	-----	-----
Mare Island, California	347 62	27 83	405 86	93 78	63 28	4 41	-----	-----
Rio de Janeiro, Brazil	123 95	120 05	-----	-----	-----	-----	-----	-----
Hong Kong, China	2,316 67	339 11	1,892 58	1,114 27	3,681 74	3,421 16	-----	-----
Porto Praya, Cape de Verde Islands ..	259 83	33 39	2,091 54	778 20	24 39	-----	-----	-----
Spezzia, Sardinia	341 70	-----	-----	-----	-----	-----	-----	-----
Valparaiso, Chili	-----	-----	883 46	291 97	-----	-----	-----	-----
The several national vessels	8,692 07	324 62	29 84	15 05	98 97	14 50	-----	-----
Total	31,323 13	6,241 61	21,000 10	11,021 69	6,004 65	4,123 55	112 64	128 92

• No return made of cost of contingent at these stations.

† No condemnations at these stations.

H.—Abstract of proposals for "clothing and clothing materials" received under the advertisement of the Bureau of Provisions and Clothing, dated April 2, 1857.

Names.	Residence.	Blue cloth pea jackets.	Round jackets.	Blue cloth trowsers.	Satinet trow- sers.	Blue cloth caps.	Flannel jump- ers.	Flannel over- shirts.	Flannel under- shirts.	Flannel draw- ers.	Canvas duck trowsers.	Barnsey sheet- ing frocks.
Henry Newton.....	North Weymouth, Mass.....	Each.....	Each.....	Pair.....	Pair.....	Each.....	Each.....	Each.....	Each.....	Pair.....	Pair.....	Each.....
William G. Cutler.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Francis S. Greenleaf.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
James Rockwell.....	Utica, N. Y.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Abel L. Woodruff.....	Utica, N. Y.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. Brand & Co.....	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whiting, Kehoe & Galloupe.....	Boston, Mass.....	\$10 29	\$5 62	\$3 41	\$2 37½	\$0 61	\$1 60½	\$1 69	\$1 09	\$1 21	\$1 25	\$1 30
G. V. Fox, agent*.....	Lawrence, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. E. Worsted Company.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. B. Lovejoy.....	Boston, Mass.....	9 20	6 13	3 32	2 30	63	1 36	1 42	1 10	1 11	.....	.....
Palmer V. Kellogg.....	Utica, N. Y.....	10 39	6 31	3 59	2 40	62½	.....	.....	.....	.....	.....	.....
W. Henry Hise.....	Baltimore, Md.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
John Gove & Co.....	Boston, Mass.....	11 56	6 70	3 94	2 38	84	1 76	2 13	1 20	1 25	1 26	1 31
W. Mathews.....	New York.....	12 68	7 72	4 36	2 46	60	1 48	1 61	1 21	1 98	1 16	1 10
Sumner Flaggs.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. S. Stephens & Sons.....	Baltimore, Md.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mead, Noe & Co.....	New York.....	9 94	6 10	3 50	2 20	58	1 47	1 60	1 08	1 10	1 19	1 16
Nehemiah Perry.....	Newark, N. J.....	11 90	7 10	4 09	2 50	65	1 75	1 93	1 20	1 30	.....	.....
John Wendall.....	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cronin, Hurxthall & Sears.....	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
R. Swaffield.....	Newark, N. J.....	10 40	6 31	3 69	2 56	66	.....	.....	.....	.....	1 35	1 21
W. Langt.....	Boston, Mass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peter Clogher, agent.....	Utica, N. Y.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Decided by lot.

† Not known as a regular dealer or manufacturer of satinnet.

H—Continued.

Names.	Residence.	Blue satinets.	Blue flannels.	Barnsley sheet- ing.	Canvas duck.	Nankin.	Calfskin shoes.	Kipskin shoes.	Woolen socks.	Mattresses.	Blk silk hand- kerchiefs.	Blankets.
Henry Newton	North Weymouth, Mass.	Yard.	Yard.	Yard.	Yard.	Yard.	Pair	Pair	Pair	Each	Each	Each.
William G. Cutler	Boston, Mass.	69	\$0 44½	71	36	\$1 66	\$1 64					
Francis S. Greenleaf	Boston, Mass.											
James Rockwell	Utica, N. Y.		44½						\$0 36			
Abel L. Woodruff	Utica, N. Y.	\$0 69½	39½									
W. Brand & Co.	New York		\$0 61½	\$0 31	\$0 11½							
Whiting, Kehoe & Galloupe	Boston, Mass.		41									
G. V. Fox, agent*	Lawrence, Mass.	69	38½									
N. E. Worsted Company	Boston, Mass.											\$1 95
W. B. Lovejoy	Boston, Mass.											
Palmer V. Kellogg	Utica, N. Y.									\$5 48		
W. Henry Hiss	Baltimore, Md.											
John Gore & Co.	Boston, Mass.	69		71	36	10½						
W. Mathews	New York	70		57½	30½	9				\$1 03	2 10	
Sumner Flagg	Boston, Mass.									5 24		
S. S. Stevens & Sons	Baltimore, Md.									6 75		
Meade, Noe & Co.	New York									5 34	1 28	2 18½
Nehemiah Perry	Newark, N. J.											
John Wendall	New York											
Gronin, Hurxthall & Sears	New York			71	34½	12	2 70	1 70				1 99
R. Swaffield	Newark, N. J.											
W. Langf	Boston, Mass.	64	46	75	37	12½					1 34	
Peter Clogher, agent	Utica, N. Y.	74	44									

* Decided by lot.

† Not known as a regular dealer or manufacturer of satinet.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

I.

Schedule of proposals received for "small stores," under the advertisement of the Bureau of Provisions and Clothing, dated April 13, 1857.

Articles.	Isaac C. Noe, New York.	Wm. Mathews, New York.	William Lang, Boston.	Joseph H. Howard, Brooklyn, N. Y.	John A. Higgins, Norfolk.
Boxes, shaving.....each..	\$0 27	\$0 27	\$0 27	\$0 28	\$0 20
Brushes, shaving.....".....	5	5	5	3	4
Brushes, scrub.....".....	22	20	18	22	20
Brushes, shoe.....".....	20	20	22	20	17
Brushes, clothes.....".....	10	10	10	5	9
Buttons, navy, vest.....gross..	1 90	2 00	2 75	1 00	2 25
Buttons, navy, medium.....".....	2 75	3 00	2 75	3 00	4 00
Buttons, coat.....".....	3 70	4 00	6 00	4 00	4 00
Buttons, deadeye.....".....	15	15	10	10	25 00
Blacking, boxes.....dozen....	55	50	45	45	40
Beeswax.....pound.....	35	30	33	20	25
Combs, coarse.....dozen.....	2 50	2 50	2 50	2 50	2 50
Combs, fine.....".....	2 00	1 80	1 80	1 95	1 85
Cotton, spools of.....".....	47	45	44	45	45
Grass, for hats.....100 hands..	2 27	2 25	3 50	2 25	2 25
Handkerchiefs, cotton.....each..	13	11	10	14	12
Jackknives.....".....	23	28	30	28	29
Needles.....1,000.....	70	70	70	30	70
Razors.....each.....	27	25	25	25	30
Razor straps.....".....	20	20	17	15	28
Ribbon, hat.....piece.....	78	64	67	75	72
Soap, shaving.....dozen.....	12	12	20	10	12
Silk, sewing.....pound.....	5 25	4 25	6 50	4 25	5 00
Scissors.....each.....	17	15	15	14	14
Spoons.....".....	12	8	5	12	10
Thread, black and white.....pound..	98½	90	95	92	93
Tape, white.....dozen.....	30	30	30	30	30
Tape, black.....".....	18	20	20	20	20
Thimbles.....each.....	1½	1	1	1	1

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

K.

Abstract of proposals received for "salt-water soap," "candles," "mustard seed," "black pepper," "bottles and corks," under the advertisement of the Bureau of Provisions and Clothing, dated April 13, 1857.

Names.	Residence.	Soap, pound.	Candles, pound.	Mustard, pound.	Pepper, pound.	Bottles, gross.	Corks, gross.
Woodman & Hill	Boston	\$0 51 ⁵ / ₁₆	7				
B. C. & J. H. Sawyer.....	Pittsburg, Pa.....		\$0 35				
Wm. Mathews	New York			\$0 9 ¹ / ₂	\$0 12	\$2 00	\$0 30
Wm. G. Baker	New Bedford.....		34				
E. A. & W. Winchester.....	Boston	4 ⁵⁵ / ₁₀₀					
Charles Callaghan, jr.* ..	New York		30 ¹ / ₂				
Henry B. Williams.....	Boston	6 ¹ / ₂	33	12	13 ¹ / ₂	2 50	35
Isaac C. Noe	New York			20	16 ¹ / ₂	2 10	40
William Lang	Boston	5 ²⁰ / ₁₀₀	34 ¹ / ₂	11 ¹ / ₂	12 ¹ / ₂	2 00	40
John A. Higgins.....	Norfolk	8	53	15	15	2 00	30

* Informal.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

L.

Abstract of proposals received for the supply of "navy beef" and "navy pork" for the year 1858, under the advertisement of the Bureau of Provisions and Clothing, dated June 2, 1857.

Names.	Residence.	Beef, per bbl., at—			Pork, per bbl., at—		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
Edmund B. Dickerman.....	Milwaukee, Wis.....		\$19 50				
D. Pulsifer & Co.....	Boston, Mass.....	\$18 91			\$21 1		
James C. Adams.....	Baltimore, Md.....	19 55	19 85	\$19 91	\$22 96	\$22 66	\$23 10
E. A. & W. Winchester.....	Boston, Mass.....	21 40			22 40		
Thomas Lewis.....	Norfolk, Va.....			30 00			
Tunis Van Brunt.....	New York.....				23 75	22 95	
Hiram Slocum.....	Troy, N. Y.....	19 09	18 49	19 59	23 59	22 89	23 89
H. M. Freeman.....	New York.....				23 25	23 00	23 50
Needham M. Standart.....	Cleveland, Ohio.....	19 55	19 25	19 95			
Cragin & Co.....	New York.....	18 88	18 19	19 48	22 48	21 48	23 48
James W. McCulloh.....	New York.....				21 19	20 93	21 83
David Cooper.....	Philadelphia.....	19 90	19 90	20 40	25 60	25 25	
Henry Rleman & Sons.....	Baltimore, Md.....					24 67	24 41

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

M.

Abstract of proposals received for the supply of fresh beef and vegetables at the several navy yards during the fiscal year ending June 30, 1858, under advertisements of the respective navy agents, by direction of the Bureau of Provisions and Clothing.

Names.	Where to be delivered.	Fresh beef, per pound.	Vegetables, per pound.
Joseph B. Currier.....	Portsmouth, N. H....	\$0 12½	\$0 02
Wells Chase	Charlestown, Mass....	13	3½
J. B. Severance	do.....	10	2½
Chapin & Sawyer	do.....	9 ⁷² / ₁₀₀	2½
John Walsh	Brooklyn, N. Y....	7	2
Wm. H. and Charles G. Cornell	do.....	8 ⁴⁰ / ₁₀₀	1 ⁸⁵ / ₁₀₀
William Keeler*	do.....	7	2
Henry A. Weeks	do.....	9 ⁸⁰ / ₁₀₀	2 ⁴⁰ / ₁₀₀
William Goodheart	do.....	8	2
Henry and L. S. Boraef.....	Philadelphia, Pa....	8	2 ⁹⁵ / ₁₀₀
Gottlieb Scheidt	do.....	10½	5 ⁰⁰ / ₁₀₀
Edward Wartman	do.....	10½	5½
John Sherry	do.....	12½	5½
Wm. H. Muckelroy.....	Baltimore, Md....	11	2½
George W. Pappier	do.....	11	2
Philip Otterback	Washington, D. C....	17	9
William Ward	Gosport, Va.....	11	2½
R. H. Cuthrel.....	do.....	11	3
Celestino Serra.....	Warrington, Fa....	11½ a 6½	4
William McVoy.....	do.....	15 a 8	5
William T. Bell.....	do.....	10 a 8	3½
S. B. Sherwood	San Francisco, Cal....	13	3 ⁸⁷ / ₁₀₀
G. W. Greene.....	do.....	13	4
A. Matelin	do.....	15	4½

* No guaranty.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

N.

Abstract of proposals received for the transportation of stores from the navy yard at Charlestown, Massachusetts, to Porto Praya, Cape de Verde, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated December 1, 1856.

Names.	Name of vessel.	Price per bbl.
Lombard & Co.....	\$1 65
N. W. Bridge.....	1 38
Thomas Lord*.....	1 23
C. J. F. Binney.....	1 50
James Williams†.....	98
Baker & Morrill.....	1 72½
N. W. Coffin.....	1 48
Wheelwright & Cobb	1 85

* Bid withdrawn.

† Not found.

Abstract of proposals received for the transportation of stores from the navy yard at Brooklyn, N. Y., to Spezzia, in Sardinia, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated December 20, 1856.

Names.	Name of vessel.	Price per bbl.
James W. Etwell & Co.....	Warden	\$2 00
G. A. Ferris & Co.....	Grapeshot.....	2 50
Snow & Burgess.....	Arthur.....	1 25
Nesmith & Sons.....	Benjamin T. Martin	1 74

Abstract of proposals received for the transportation of stores from the navy yard at Charlestown, Mass., to Mare island, California, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated April 4, 1857.

Names.	Name of vessel.	Price per bbl.
Glidden & Williams	Ship John Laird	\$2 50
Nathaniel Winsor, jr., & Co.	Belle of the Sea	1 73
Walden Porter.....	Crystal Palace.....	1 97
James Blaisdell	Eliza Ella	1 48
N. W. Coffin	Clarendon	1 88

Abstract of proposals received for the transportation of stores from the navy yard at Brooklyn, N. Y., to Hong Kong, China, under an advertisement of the navy agent, (by direction of the Bureau of Provisions and Clothing,) dated April 27, 1857.

Names.	Name of vessel.	Price per bbl.
A. Ladd	Swordfish	\$1 55
W. Bartlett	J. W. Snow	1 49
Edmund Gellebrand.....	Barque Willebroder	1 10
Charles H. Coffin, (conditional).....	.....	1 09
James E. Ward	Game Cock.....	1 60
Cary & Co.....	Endeavor	2 00

O.

Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, for "supplies for the navy," to be delivered during the fiscal year ending June 30, 1858; prepared in obedience to the acts of Congress approved April 21, 1808, and March 3, 1809.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Mathew Bartlett	April 29, 1857	Flour	\$5 79½ per barrel.	Boston.
		Do	5 86 do.	New York.
		Do	6 18 do.	Norfolk.
Charles H. Brown	April 27, 1857	Biscuit, in tight barrels	4 63 per 100 pounds.	Do.
Mathew Bartlett	April 29, 1857	Do	4 49½ do.	Boston.
		Do	4 59½ do.	New York.
		Do, in flour barrels	\$ 73½ do.	Boston.
		Do	\$ 69½ do.	New York.
		Do	\$ 86½ do.	Norfolk.
William Lang	April 30, 1857	Whiskey	38 per gallon.	Do.
John Wallower & Son	April 28, 1857	do	38½ do.	Boston and New York.
Doyle & Irwin	do	Dried apples	8.49 per pound.	New York.
William Macomber	April 27, 1857	Pickles	6.74 do.	Boston and New York.
		Do	5.87 do.	Norfolk.
Charles H. Brown	do	Dried apples.	9.47 do.	Boston.
		Do	8.47 do.	Norfolk.
Joseph McKee	do	Tea	43.4 do.	New York.
		Do	45.7 do.	Norfolk.
Mullett & Bradbury	April 30, 1857	Rice	5 24 per 100 pounds.	Boston.
William Lang	do	Molasses	56 per gallon.	Do.
		Rice	5 45 per 100 pounds.	Norfolk.
		Sugar	11 15 do.	Boston and New York.
		Do	11 48 do.	Norfolk.
		Beans	1 98 per bushel.	Boston and New York.
		Do	2 25 do.	Norfolk.
David Cooper	do	Coffee	11.99 per pound.	New York.
Oren H. Granville	do	Rice	5 24 per 100 pounds.	Do.


STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	At what price	Where to be delivered.
Oren H. Granville—Continued.....	April 30, 1857	Molasses	\$0 68½ per gallon..	New York.
		Vinegar	16 do.....	Do.
		Molasses	72 do.....	Norfolk.
		Vinegar	17 do.....	Do.
Henry Williams.....	April 13, 1857	Tea.....	42½ per pound..	Boston.
		Vinegar	15 do.....	Do.
William B. Lovejoy.....	May 6, 1857	Blue cloth pea jackets.....	9 20 each.....	Boston, New York, and Norfolk.
		Blue cloth round jackets.....	6 13 do.	
		Blue cloth trousers.....	3 32 do.	
		Blue satinet trousers.....	2 30 do.	
		Blue cloth caps.....	63 each.	
		Blue flannel jumpers.....	1 42 do.	
		Blue flannel overhairs.....	1 10 do.	
		Blue flannel undershirts.....	1 11 do.	
		Blue flannel drawers.....	do. per pair.	
William Mathews	do.....	Canvas duck trousers.....	1 16 do.....	Do.
		Barnsley sheeting frocks.....	1 10 each.	
		Barnsley sheeting.....	57½ per yard.	
		Canvas duck.....	30¼ do.	
		Blue nankin.....	9 do.	
		Black silk handkerchiefs.....	1 03 each.	
Gustavus V. Fox, agent, &c.....	do.....	Blue satinet.....	69 per yard....	Do.
		Blue flannel.....	38.70 do.	
Francis S. Greenleaf.....	May 10, 1857	Woolen socks.....	36 do.	Do.
Salem T. Lamb.....	May 5, 1857	Blankets.....	1 98 each.....	Do.
Sumner Flagg.....	do.....	Mattresses.....	5 24 do.	Do.
Henry Newton	May 6, 1857	Calfskin shoes.....	1 66 per pair....	Do.
		Kipakin shoes.....	1 64 do.	
William Mathews	May 20, 1857	Small stores, viz: Boxes, shaving.....	27 each.....	Do.
		Brushes, shaving.....	5 do.	
		Brushes, scrubbing	20 do.	



Brushes, shoe.....	20	do.
Brushes, clothes.....	10	do.
Buttons, navy, vest.....	3 00	per gross.
Buttons, navy, medium	3 00	do.
Buttons, navy, coat.....	4 00	do.
Buttons, deadeye	15	do.
Blacking, boxes	50	per dozen.
Beeswax	30	per pound.
Combs, coarse.....	2 50	do.
Combs, fine.....	1 80	do.
Cotton, spools of.....	45	do.
Grass, for hats	2 25	per 100 hands.
Handkerchiefs, cotton.....	11	each.
Jackknives	28	do.
Needles	70	per 1,000.
Razors	25	each.
Razor straps	20	do.
Ribbon, hat	64	per piece.
Soap, shaving	12	per dozen.
Silk, sewing	4 25	per pound.
Scissors	15	each.
Spoons.....	8	do.
Thread, black and white	90	per pound.
Tape, linen.....	30	per dozen.
Tape, cotton.....	20	do.
Thimbles.....	1	each.
Mustard seed.....	9 1/2	per pound.....
Black pepper	12	do.
Bottles.....	2 00	per gross.
Curks	30	do.
Salt-water soap	4. 55	per pound.....
Candles	33	do.....
Butter	29 1/2	do.....
.....do	29 1/2	do.....
Tobacco	23	do.....
.....do	23	do.....
Biscuit.....	6	do.....
Flour.....	7 50	per barrel.....
Fresh beef.....	12 1/2	per pound.....

William Mathews.....	May	20, 1857
E. A. & W. Winchester.....	May	22, 1857
Henry B. Williams.....	May	23, 1857
Gilbert Davis (for 3 years)	Nov.	29, 1856
E. L. & H. Corbin (for 3 years) .....	.....do.....	
John S. Walker (for 3 years)	Dec.	27, 1856
Robert A. Mayo (for 3 years)	Dec.	30, 1856
Thomas Conlin	June	4, 1857
Do.....	.....do.....	
Joseph B. Currier	June	29, 1857



Boston, New York, and Norfolk.

Portsmouth, N. H.

Warrington, Fla.

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STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Joseph B Carrier—Continued	June 29, 1857	Vegetables	\$0 02 per pound.	Boston, Mass.
Chapin & Sawyer	June 2, 1857	Fresh beef	9 73 do.	do.
		Vegetables	2 1/4 do.	New York.
William Goodheart.	June 5, 1857	Fresh beef	8 do.	do.
		Vegetables	2 do.	do.
H. & L. S. Borsef	June 11, 1857	Fresh beef	8 do.	Philadelphia, Pa.
		Vegetables	2.95 do.	do.
George W. Pappler.	June 6, 1857	Fresh beef	11 do.	Baltimore, Md.
		Vegetables	2 do.	do.
Philip Otterbeck	May 29, 1857	Fresh beef	17 do.	Washington, D. C.
		Vegetables	9 do.	do.
William Ward.	June 3, 1857	Fresh beef	11 do.	Gosport, Va.
		Vegetables	2 1/4 do.	do.
William T. Bell.	June 10, 1857	Fresh beef	10 a 8 do.	Warrington, Fla.
		Vegetables	3 1/4 do.	do.
Samuel B. Sherwood	April 27, 1857	Fresh beef	13 do.	San Francisco, Cal.
		Vegetables	3.87 1/4 do.	do.
Crago & Co.	July 21, 1857	2,500 pounds beef	18 88 per barrel.	Boston, Mass.
Do.	do.	4,500 do.	18 19 do.	Brooklyn, N. Y.
Do.	do.	2,000 do.	19 48 do.	Gosport, Va.
James W. McCulloh.	July 18, 1857	2,500 pounds pork	21 19 do.	Boston, Mass.
Do.	do.	3,000 do.	20 93 do.	Brooklyn, N. Y.
Do.	do.	1,000 do.	21 83 do.	Gosport, Va.
CHARTER PARTIES.				
Brig "A. C. Merryman"	Dec. 6, 1856	Freight of stores	1 38 per barrel.	To Porto Praya, Cape de Verde.
Brig "R. T. Martin"	Jan. 8, 1857	do.	1 74 do.	To Spezzia, Sardinia.
Ship "Belle of the Sea"	April 11, 1857	do.	1 73 do.	To Mare island, California.
Ship "Swordfish"	May 22, 1857	do.	1 55 do.	To Hong Kong, China.

NAVY DEPARTMENT, Bureau of Provisions and Clothing.

No. 6.

NAVY DEPARTMENT, BUREAU OF MEDICINE AND SURGERY,

October 27, 1857.

SIR: I have the honor to submit the following synopsis of the annual report of the Bureau of Medicine and Surgery:

1. Fiscal condition of the medical department of the navy.
2. Remarks upon the mortality on board the vessels of war on the various stations, and tabular statements reduced from the quarterly reports of sick from stations within the United States, for the year ending September 30, 1857; and from vessels in commission for sea service for the year ending December 31, 1856. Also an exhibit of the principal forms of disease that prevailed on the different foreign stations in the year 1856.
3. Notice of the progressive diminution of the hospital fund, and renewing the recommendations made on former occasions, that it be relieved of the burden of sundry allowances made to beneficiaries in the Naval Asylum; and that the value of land diverted to other purposes by act of Congress be reimbursed to the fund.
4. Exhibits of receipts into and payments from the hospital fund for the fiscal year ending June 30, 1857.
5. Observations on the naval laboratory, with a statement of its receipts and issues for the year ending June 30, 1857.
6. Report of the number and condition of the insane of the navy in the government hospital for the insane, near Washington.
7. Estimates in detail for the support of the Bureau of Medicine and Surgery, (A,) and of the medical service, hospitals excepted, (B,) for the year ending June 30, 1859.
8. Observations and statements exhibiting the urgent necessity for an increase in the number of medical officers of the navy.

W. WHEELAN.

NAVY DEPARTMENT,

Bureau of Medicine and Surgery, October 26, 1857.

SIR: In compliance with your instructions of the 19th of August ultimo, I have the honor to submit herewith estimates of the amounts required for the support of this bureau, and of the medical service of the navy, with the exception of hospitals for the year ending June 30, 1859.

The fiscal condition of the medical department is exhibited as follows:

Balance of appropriation for "surgeons' necessities and appliances" in the treasury October 1, 1857...	\$24,444 14
Amount of hospital fund in treasury October 1, 1857	63,524 43
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1859 (schedule A)	9,990 00

Amount required for the support of the medical department of the navy (hospitals excluded) for the year ending June 30, 1859, (schedule B).....	<u><u>\$32,150 00</u></u>
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The estimates based upon the distribution of the naval force, prepared by the Bureau of Construction, Equipment, &c., embracing the increase of men and vessels authorized by recent acts of Congress, in some cases fall below, and generally do not exceed, the estimates of former years.

The medical department of the navy has been sustained for two years past from the surplus of former appropriations, the last appropriation of money having been made in the naval appropriation bill approved March 3, 1855.

The general system of order and economy with which the business of the department is conducted, and the better preservation of our property at the laboratory, have contributed greatly to the reduction of our expenses; but as the funds at our disposal in the treasury will be expended by the expiration of the present fiscal year, an appropriation becomes necessary for the objects indicated.

Subjoined are tabular statements deduced from reports of sick from naval stations within the United States for the year ending September 30, 1857, and from the different squadrons in commission on home and foreign service for the year ending December 31, 1856.

These tables show a very satisfactory state of health on board our vessels in active service, and certainly display a ratio of mortality very far below the average of most pursuits.

The peculiar exposures incident to nautical life, in the shape of ever-varying climatic influences, protracted confinement on shipboard, and the large number of persons necessarily restricted within the limited accommodations of most of our vessels, the uniformity of diet, not always of a kind most conducive to health, make it worthy of observation that we are enabled to maintain the high sanitary condition exhibited by these statistics; the results redound as much to the credit of the medical officers as to the discipline and attention to general principles of hygiene that pervade the service.

I have endeavored to group some of the prominent diseases prevailing on board our ships in commission; but they fail in some instances to illustrate any peculiarities of climate or local causes, for the reason that some stations, as the Pacific, embrace in their vast extent every condition of climate, temperature, &c.

It will be noticed, however, that the vessels of the African squadron, owing to the very great precautions and excellent sanitary regulations in force, exhibit a marked exemption from death.

The Jamestown, late flag-ship of that station, with a complement of 230 officers and men, did not lose one of the crew by death during a cruise of upwards of two years.

The St. Louis, with a complement of nearly 200, reports but one death during the year 1856; and the brig Dolphin, with a complement of about 80, had but one death between April, 1855, and July, 1857.

The Cyane and Saratoga, employed continuously in the home

squadron, for a long season on the coast of Central America during the year 1856, with complements of above 190, report, in the case of the former one death, and in the latter none.

The Germantown, of the same complement, reports but two deaths during a cruise of more than three years on the coast of Brazil. The John Adams, of the same class, on the Pacific station, has had but two deaths in the last three years, and the St. Mary's, on the same station, had no death in the last two and a half years of her cruise.

Indeed, with the exception of the squadron employed in China, the ratio of mortality has been remarkably small; and on that station, a state of hostilities, for a time, did much more than climate towards the destruction of life.

But where climatic causes do not result in death, a protracted exposure to such unfavorable influences undermines health and too often permanently impairs the constitution; a change of climate is as needful to health as changes of diet; hence the policy that limits cruises on the stations of long continued heat and moisture is eminently wise and humane.

At the close of the year 1855 there remained under treatment 464 cases; during the year 1856 there occurred 14,283 cases, making an aggregate of 14,747 cases of disease, injury, &c., during the year. Of this number 119 died, 14,189 were returned to duty, or discharged the service, and 439 remained on the sick report at the end of the year.

The average strength of the navy, including officers, seamen, marines, &c., for the year 1856, as nearly as can be ascertained, was about 9,962. The ratio of cases under treatment to the whole number of persons in the service was about 1.43 to 1, or, each person was sick $1\frac{43}{100}$ times during the year. The proportion of deaths to the whole number in service was 1 to 8.37, and the proportion of deaths to the whole number of cases treated, 1 to 124.

Hospitals.	Remaining sick September 30, 1856.	Admitted	Total treated during the year ending Sept. 30, 1857.	Died.	Per centage of deaths in number of cases treated.	Remaining sick September 30, 1857.
Chelsea	12	150	162	5	3.08	11
New York	35	228	263	12	4.56	31
Philadelphia	13	124	137	10	7.30	16
Norfolk	30	210	240	5	2.08	17
Pensacola	8	28	36	2	5.55	6
Total hospitals	98	740	838	34	4.05	80
Navy yards, receiving ships, Naval Academy and Observatory	54	2,485	2,539	18	.70	60
Total shore stations	102	3,225	3,337	52	1.49	140

Squadrons.	Vessels.	Persons.	Remaining sick December 31, 1855.	Admitted during 1856.	Total treated in 1856.	Died	Per centage of cases to whole number of persons.	Per centage of deaths to number of cases treated.	Remaining sick December 31, 1856.
Home.	3	962	29	1,496	1,525	4	1.58	.26	42
Pacific	5	965	69	1,288	1,357	6	1.40	.44	39
Mediterranean ..	3	1,100	58	1,469	1,527	12	1.38	.78	35
Brazil	2	652	17	1,053	1,070	2	1.64	.18	30
Africa	3	510	23	800	825	2	1.61	.24	18
East India.....	3	641	27	2,365	2,392	25	3.71	1.04	59
Total.....	19	4,830	223	8,471	8,694	51	1.80	.58	223

Summary of the principal forms of disease which occurred on the foreign stations in 1856.

Diseases.	Mediterranean, 1,100 men.	Pacific, 965 men.	Africa, 510 men.	East India, 640 men.	Brazil, 642 men.
Febrile diseases.....	116	225	42	168	312
Diseases of digestive system	348	225	266	808	179
Diseases of respiratory system	256	133	66	178	92
Diseases of circulatory system	1	6	9	19	4
Diseases of brain and nervous system	31	34	15	50	26
Diseases of cutaneous system	142	199	115	160	88
Diseases of fibrous and osseous system.....	138	130	92	153	152
Diseases of genito urinary system.....	208	135	70	159	84
Diseases of eye and ear	34	25	18	20	22
Wounds and injuries	131	163	95	194	126

HOSPITAL FUND.

The hospitals of the navy, as well as the Naval Asylum, are supported exclusively from a fund raised by a deduction of twenty cents per month from the pay of every officer, seamen, and marine, and by a transfer to the fund of the value of rations stopped on account of sick while in hospitals.

Owing to various causes, prominent among them to the extravagant price of everything tending to the support and comfort of life, this fund has so rapidly diminished as to threaten its early extinction, unless some different policy be adopted in regard to the beneficiaries at the Naval Asylum, as this establishment is as heavy a tax upon the fund as the other hospitals combined. The allowance to the beneficiaries of clothing, pocket money, tobacco, &c., must be regarded as somewhat extraneous to the intent of the law, which provides a per-

manent home "for disabled officers and seamen of the navy," in one of the naval hospitals. I have suggested on more than one occasion already that these outlays be met from other sources. I beg respectfully to renew the subject, as one of vital importance to the permanence of the fund.

I beg leave also to renew a recommendation of my last report, that Congress be requested to reimburse the hospital fund for the ten acres of land directed by act of Congress of March 3, 1855, from the hospital estate at Chelsea, Massachusetts, for the purpose of a "marine hospital for the district of Boston and Charlestown, Massachusetts." The act of Congress of February, 1811, originating the hospital fund, specifies the objects to which it shall be applied, viz: "to procure at suitable places proper sites for navy hospitals, and, if the necessary buildings are not procured with the site, to cause such to be erected," &c. The property at Chelsea was purchased in pursuance of this enactment and with the means provided by this and other kindred statutes; and yet the most eligible portion of the estate, purchased out of a tax upon the pay of the navy, has been appropriated for the erection of a hospital for the sick of the merchant service of the district of Boston.

The naval committee of the Senate reported a bill (No. 577) on the 7th February ultimo, "authorizing the Secretary of the Treasury to ascertain and pay the value of a tract of land ceded for the purposes of a marine hospital for the district of Boston," &c., but, owing perhaps to the pressure of other business at the conclusion of the session, no further action was had on the subject. The value of the land would be of material aid to the fund and seems to be justly due to it.

The condition of the hospital fund is stated as follows:

Amount of hospital fund in treasury July 1, 1856.....	\$85,730 38
Drawn during the year ending June 30, 1857, by Bureau of Medicine and Surgery, on account of expenses of hospitals and for purchases for laboratory.....	35,959 00
Drawn by Bureau of Yards and Docks for naval asylum, and by transfers made by Fourth Auditor	29,090 00
	<hr/>
	65,049 00
Balance.....	20,681 38

Credits.

By deductions and credits made by Fourth Auditor.....	29,402 83
Laboratory supplies to vessels and stations.....	13,551 66
Value of stopped rations of sick sent to hospitals on shore during 1856.....	6,375 67
Pensions of inmates of the asylum reverting to fund for the year ending June 30, 1857.....	703 57
	<hr/>
	50,033 73
Balance as above.....	20,681 38
	<hr/>
Amount remaining in treasury July 1, 1857.....	70,715 11

The average cost per week of hospital patients for the year ending September 30, 1857, has been \$2 76, under all heads of expenditure coming under the supervision of this bureau.

The naval laboratory at Brooklyn has furnished the entire outfit of all vessels commissioned for service during the year, as well as the usual quarterly supplies to various home stations, and occasional shipments to the squadrons on foreign service.

In this establishment we have happily within our own control a sure means of obtaining pure and reliable medicines for the navy, at no greater cost, if indeed, as great as we had formerly paid for such articles, too often made for sale, as are vended in the stores of our large cities. The adulteration of medicine amounts to a science, and there seemed to be no alternative to escape the mishaps attendant upon the administration of uncertain agents than to commence the preparation and manufacture of our supplies upon the moderate scale commensurate with our wants. Three years' experience have removed whatever doubts might have been entertained of the success of the undertaking.

The laboratory continues to afford valuable facilities to other departments of the navy in the shape of analysis, and other scientific examinations of sundry articles offered under contract, whose quality and composition could not be satisfactorily ascertained by any ordinary inspection. Among these duties may be enumerated the examination of the composition of cloths, flannels, &c., whiskey, vinegar, soap, oil, and candles under the Bureau of Provisions and Clothing.

Amount of purchases for laboratory for year ending June

30, 1857	\$16,319 98
Issues for the same term.....	15,659 78
Stock on hand, machinery and appliances.....	22,860 07

The insane of the navy are under the charge of Dr. C. H. Nichols, superintendent of the government hospital for the insane of the army and navy, &c., near this city, where they receive every possible care and attention, as well as the most judicious moral and physical treatment.

At the date of my last report, October 29, 1856, eleven patients were in the hospital, viz: One lieutenant, one passed assistant surgeon, and nine seamen, landsmen, and marines. During the year there have been two deaths and three admissions, leaving one officer and eleven men under treatment. Most of the cases are of long standing, and generally hopeless of cure; but this admirable institution offers everything in its arrangement, police, and enlightened medical direction that can possibly contribute to recovery.

According to the schedule of the naval force for the year, prepared by the "Bureau of Construction, Equipment and Repair," in accordance with the increase of men and vessels authorized by the last Congress, it appears that thirty-seven surgeons and sixty-one assistant surgeons will be required for service at sea. Besides this, surgeons are required at each of our hospitals, navy yards, rendezvous, and receiving ships, an aggregate of twenty-six, making the whole number required for service ashore and afloat sixty-three. The strength of the medical corps, under the limitation of the act of Congress of August, 1842, is sixty-nine surgeons and eighty passed and other assistant surgeons;

and when this number is contrasted with the positive requirements of the service, as above stated, it must be obvious that it is totally inadequate to the demand, even if all its members were physically capable of their share of duty. But when it is considered that of the sixty-nine surgeons at least ten are disqualified for sea service by age or infirmity, and of the eighty assistant surgeons seven may be stated to labor under permanent disability, it would seem to require no argument to show the absolute necessity for some actual increase of number, or such other measure of relief as will make the service more equal in its requirements of its members.

It is customary to employ a surgeon wherever there is duty for a captain or commander; and yet, while the aggregate number of these two grades is one hundred and sixty-five, but sixty-nine surgeons, including those unfit for active employment by age or health, are expected to perform the corresponding duty. Two years since the naval committee of the House proposed to make an addition of ten to each of the grades of surgeon and assistant surgeon, to meet the then demands of the service. Since that time, however, provision has been made for an addition of eleven steamers and one thousand men to the force of the navy, which only adds so much to the necessity for an augmentation of the medical corps. Ten additional surgeons and as many assistants, the number proposed by the naval committee, would be no more than, if indeed quite as many as, are absolutely required, but even this small increase would be of essential relief to the corps and highly conducive to the public interest. With our present restricted number, it often happens that the usual indulgence accorded to officers at the termination of a cruise is necessarily withheld from the medical officers, whose service is thus extended through years without respite or intermission.

No contracts have been made by this bureau during the year; the third section of the act of Congress approved March 3, 1845, excepts medicines, among specified articles, from the contract system.

We purchase our crude materials in open market upon the best terms, and always subject them to rigid inspection, from which we prepare all the drugs and chemicals, with rare exceptions, that enter into our allowance table.

W. WHELAN.

A.

Estimate of the amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1859.

Salary of the chief of the bureau, per act of Congress, approved March 3, 1855, Statutes at Large, 2d session 33d Congress, page 675.....	\$3,500 00	
Salary of one clerk of fourth class, assistant to chief, per act of March 3, 1853, Statutes at Large, 2d session 33d Congress, page 211.....	1,800 00	
Salary of two clerks of second class, at \$1,400 each, per acts of March 3, 1853, Statutes at Large, 2d session 33d Congress, page 211; April 22, 1854, Statutes at Large, 1st session 33d Congress, page 276; and August 4, 1854, Statutes at Large, 1st session 33d Congress, page 573.....	2,800 00	
Salary of messenger, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress, page 145.....	840 00	
Salary of laborer, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress, page 145.....	600 00	
<i>Contingent expenses.</i>		\$9,540 00
Blank books, stationery, and miscellaneous items.....		450 00
Total required		2,990 00

B.—Estimate from the Bureau of Medicine and Surgery of the amount required for the support of the medical department of vessels in commission, navy yards, naval stations, marine corps, and coast survey, for the year ending June 30, 1859.

<i>Sailing vessels—32.</i>		
Three frigates, at \$1,100 each	\$3,300 00	
Four razee sloops, first and second class, at \$700 each	2,800 00	
Seventeen sloops, first, second, and third class, at \$600 each	10,200 00	
Three brigs, at \$250 each	750 00	
Five store ships, at \$200 each	1,000 00	
		\$18,050 00
<i>Steam vessels—12.</i>		
Four screw steamers, first class, at \$1,100 each	4,400 00	
One ditto, second class	600 00	
Four side wheel steamers, first and second class, at \$600 each	2,400 00	
Three ditto, third class, at \$300	900 00	
		8,300 00
<i>Receiving ships—4.</i>		
Three ships of the line, at \$500 each	1,500 00	
One sloop, at \$150	150 00	
		1,650 00
<i>Navy yards—8.</i>		
Portsmouth, New Hampshire	150 00	
Boston, Massachusetts	150 00	
New York	150 00	
Philadelphia and receiving ship	250 00	
Washington and marine barracks	1,900 00	
Norfolk, Virginia	200 00	
Pensacola, Florida	200 00	
Mare island, California	150 00	
		2,450 00
<i>Naval stations—2.</i>		
Naval Academy, Annapolis	400 00	
Observatory and general relief of officers	400 00	
		800 00
<i>Coast survey.</i>		
Twelve steam and sailing vessels, at \$75 each		900 00
Total required		32,150 00

W. WHELAN.

[No. 7.]

**HEADQUARTERS OF THE MARINE CORPS,
Washington, November 12, 1857.**

SIR: Since my last annual report I have inspected the troops at the barracks at Portsmouth, New Hampshire, and at the stations as far south as Norfolk, Virginia, and have found their condition to be generally satisfactory.

New and comfortable quarters will soon be erected for officers and men at New York and Pensacola.

At Boston, Philadelphia, and Norfolk the barracks are not fit to be used as such. The buildings are very old, of one story, and very low; so constructed that they cannot be ventilated, and so contracted that the men have frequently to sleep in mass upon the floor, there not being room for iron bedsteads. This, of course, is not conducive to health, and breeds discontent among the men.

The parade grounds attached to these barracks do not furnish sufficient space for drilling and steadying the men.

It would be only necessary for you, sir, to glance at these quarters to see that the troops cannot be otherwise than uncomfortable so long as they are quartered in them. I trust therefore that appropriations will be made at the approaching session of Congress for the purchase of ground and for the erection of barracks at these three stations.

I also urge the necessity which exists for the increase of the officers and the rank and file of the marine corps.

The guards of all the vessels-of-war, except those of side wheel steamers of the first class, are too small. This will be apparent when I mention that in many vessels a marine has not a whole night "in" during the entire cruise.

The guards are too small at the navy yards. This will appear also when I state that officers are compelled to resort to "running guards." These two statements as to the insufficiency of the present guards are supported, I believe, by all officers, navy and marine.

Barracks occupied by troops should never be left without an officer of the day. The reasons for this are so obvious that it is only necessary to make the statement. Three officers are required at each station for this duty, and one officer of higher rank for drill officer. But the state of the service is such that there is neither drill officer nor officer of the day at Portsmouth, Norfolk, or Pensacola; but one officer for these duties at Boston and Washington, and a deficiency at New York and Philadelphia.

The President, acting under the authority granted him by Congress, has twice been compelled by the demands of the service to increase the rank and file, but it is still too small. I therefore recommend that the marine corps be raised to two thousand men, with the regular number of officers and non-commissioned officers. Nothing under this will supply the present wants of the service, and, I suppose, it will not be long before a large guard will be wanted for the navy yard and Mare island, California. In which case barracks would have to be constructed there.

First Lieutenant Greene, with your approval, passed a large portion of the past summer at West Point, engaged in acquiring a knowledge of artillery, for the purpose of introducing it into the marine corps. A battery of heavy and light guns, directed by the department to be turned over to the marine corps, will be in a few days at headquarters, and instruction in artillery will immediately thereafter commence. This will be an important step onward, and will add much to the weight and efficiency of the corps. But it is not enough. The marine officer should be placed on a footing with the army and navy officer by being given the advantage of a military education. He should be not only an infantry and artillery officer, but an engineer. When bodies of men are landed from vessels-of-war their numbers are rarely large; but they may be made very formidable by properly constructed field works, or by more permanent works. There is no officer on board the ship who would be expected to do this but the marine officer, and it would not be fair to expect it of him without military education. I think, therefore, that as this desideratum can be so easily obtained by appointing graduates from West Point to the marine corps, that a provision to that effect should be introduced into the naval appropriation or some other bill.

A general return of the marine corps accompanies this report.

I remain, most respectfully, yours,

ARCH. HENDERSON,

Brevet Brigadier General, Commanding.

HON. ISAAC TOUCEY,

Secretary of the Navy, Washington.

General return of the officers, non-commissioned officers, musicians, and privates of the United States Marine Corps, on the 31st day of October, 1857.

Stations, &c.	Bvt. brig. gen. commandant.	Commissioned staff.	Lieutenant colonel.	Majors.	Captains.	1st lieutenants.	2d lieutenants.	Non-commissioned staff.	1st sergeants.	Sergeants.	Corporals.	Musicians.	Drummers.	Pipers.	Privates.	Aggregate.	Remarks.
Headquarters.....	1	3	...	...	...	1	...	4	...	...	...	...	...	...	...	9	Washington city marine barracks: Bvt. Brigadier General Henderson, the adjutant and inspector, paymaster, quartermaster, aid-de-camp &c. brevet brigadier general commandant, and non-commissioned staff.
Marine barracks, Washington	1	1	1	1	...	1	6	3	30	1	1	98	144	12 privates returned here are boys learning music; October 31, 1857, aggregate 175; subsequently 1 sergeant, 2 corporals, 1 drummer, 1 flier, 58 privates, transferred to steamer Powhatan.
Guard at the navy yard, D. C.	1	...	1	2	1	...	1	4	6	...	2	1	26	35	
Brooklyn, New York	1	...	...	...	...	...	57	76	Lieut. Col. Harris absent on public duty from 7th ultimo; October 31, 1857, aggregate 101; subsequently 1 sergeant, 2 corporals, 1 drummer, 1 flier, 50 privates, transferred to sloop Vincennes.
Charlestown, Mass.	1	...	...	1	...	1	4	5	...	...	1	55	68	October 31, 1857, aggregate 63; subsequently 1 captain, 1 sergeant, 2 corporals, 10 privates, transferred to steamer Powhatan.
Goosport, Va.	1	...	...	...	...	1	1	4	...	1	1	40	49	October 31, 1857, aggregate 77; subsequently 1 sergeant transferred to steamer Powhatan.
Philadelphia, Pa.	1	1	2	...	...	1	4	4	...	1	1	61	76	October 31, 1857, aggregate 56; subsequently 1 sergeant, 2 corporals, 1 drummer, 1 flier, 50 privates, transferred to sloop Vandallia.
Portsmouth, N. H.	1	...	...	...	1	3	3	...	...	...	23	31	
Warrington, Florida.	1	...	...	...	1	3	4	...	1	1	38	49	
Asst. quartermaster's office, Philada.	1	...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Norfolk, Virginia, clothing store	1	...	...	...	...	1	...	...	...	...	...	...	1	
Receiving ship Pennsylvania	1	1	...	...	1	1	3	...	1	...	91	98	
Receiving ship Ohio	1	...	...	1	1	2	...	...	...	90	95	
Receiving ship North Carolina	1	...	...	1	1	1	...	1	1	40	48	
Receiving ship All-gheany	1	1	1	...	...	...	8	10	
Receiving ship Princeton	1	1	2	...	...	...	16	18	

[illegible]

H. B. TYLER, Adjutant and Inspector.

HEADQUARTERS OF THE MARINE CORPS, Adjutant and Inspector's Office, Washington, November 13, 1857.

No. 7.

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 8, 1857.

SIR: I enclose estimates in triplicate from the paymaster of the marine corps.

I remain, most respectfully, yours,

ARCH. HENDERSON,
Brevet Brigadier General and Commandant.

HON. ISAAC TOUCEY,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, October 8, 1857.

SIR: I have the honor to enclose herewith estimates in triplicate for pay and subsistence of officers, pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps for the year ending June 30, 1859.

The amount of the estimates for the coming fiscal year exceed the amount appropriated for the present year by the sum of thirty-five thousand eight hundred and eighty-six dollars and fifty-eight cents, as follows:

Pay of 20 sergeants, 20 corporals, and 200 privates, additional, ordered to be enlisted by the President of the United States, under the act making appropriations for the naval service for the year ending June 30, 1850, approved March 3, 1849.....	\$33,600 00
Pay of one clerk in the paymaster's office, authorized by the Secretary of the Navy, in place of one sergeant, temporarily employed as clerk, ordered to be discharged.	862 08
Increase in pay of messenger at headquarters, authorized by the Secretary of the Navy, February 26, 1857.....	152 50
Increase in price of rations for officers' servants, under the act of 21st February, 1857.....	2,592 00
	<hr/>
	37,206 58
Decrease in number of additional rations to officers for five years' service	1,320 00
	<hr/>
	35,886 58
	<hr/>

I am, sir, very respectfully, your obedient servant,

WM. W. RUSSELL,
Paymaster United States Marine Corps.

Brigadier General ARCH'D HENDERSON,
Commandant United States Marine Corps, Headquarters.

Detailed estimate of pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates, of the United States marine corps, and pay for undrawn clothing, from July 1, 1858, to June 30, 1859.

Rank and grade.	Number.	Pay per month.	PAY.			SUBSISTENCE.			Aggregate.
			No. of servants, at \$11	No. of servants, at \$12	Total.	No. of rations per day, at 30 cents per ration.	No. of extra or double rations per day, at 30 cents per ration.	Total.	
Brevet brigadier general, commandant.	1	\$95 00	2		\$1,404 00	6	6	\$1,314 00	\$2,718 00
Lieutenant colonel.	1	80 00	2		1,224 00		5	1,095 00	2,319 00
Major.	4	70 00	2		4,416 00	4	4	3,504 00	7,920 00
Adjutant and inspector, paymaster and quartermaster.	3	80 00		2	3,744 00	4		1,314 00	5,058 00
Assistant quartermaster.	1	70 00		1	984 00	4		438 00	1,422 00
Captains commanding posts and at sea.	8	70 00			7,776 00	4	4	7,008 00	14,784 00
Captains.	5	60 00	1		4,260 00	4		918 00	6,450 00
First lieutenants commanding guards at sea.	7	60 00	1		5,964 00	4	4	6,132 00	12,096 00
First lieutenants.	13	50 00	1		9,516 00	4		5,694 00	15,210 00
Second lieutenants.	20	45 00	1		13,410 00	4		8,760 00	32,340 00
Sergeant major and quartermaster sergeant.	2	24 00			576 00				576 00
Drum major and file major.	2	22 00			528 00				528 00
Orderly sergeants of posts and first sergeants of guards at sea.	40	22 00			10,560 00				10,560 00
Sergeants, first enlistment.	40	17 00			8,160 00				8,160 00
Sergeants, second enlistment.	36	19 00			8,908 00				8,908 00
Corporals, first enlistment.	71	13 00			11,076 00				11,076 00
Corporals, second enlistment.	45	15 00			8,100 00				8,100 00
Drummers and fifers, first enlistment.	20	12 00			2,400 00				2,400 00
Drummers and fifers, second enlistment.	40	14 00			6,720 00				6,720 00
Privates, first enlistment.	988	11 00			127,776 00				127,776 00
Privates, second enlistment.	400	13 00			63,400 00				63,400 00
Clerks to brigadier general, paymaster, adjutant and inspector, quartermaster and assistant quartermaster.	10	day.			9,174 94				9,174 94
Hospital steward and nurse in hospital.	2	\$1 50 per day.			1,095 00				1,095 00
Mc-weniger to commandant and staff of the corps.	1	58 34			700 00				700 00
Mc-weniger to assistant quartermaster's office, Philadelphia.	1	\$1 per day			365 00				365 00
Clerk in the marine clothing store, Norfolk.	1	\$9 31			250 53				250 53

Detailed estimate of pay and subsistence of officers, &c., of the United States marine corps—Continued.

Rank and grade.	Number.	Pay per month.	PAY.		SUBSISTENCE.		Aggregate.
			No. of servants, at \$11 per month.	No. of servants, at \$12 per month.	Total.	No. of extra or double rations per day, at 30 cents per ration.		Total.
Additional rations to officers for five years' service.....	25	.....	.....	.....	.....	.....	\$91,353 50
Bounty for re-enlistment, non-commissioned officers.....	125	.....	.....	.....	\$1,119 00	.....	1,119 00
Bounty for re-enlistment, musicians and privates.....	72	.....	.....	.....	4,125 00	.....	4,125 00
Officers' servants, at \$11 50 per month for rations and clothing.....	.....	.....	.....	.....	.....	.....	9,936 00
Undrawn clothing.....	.....	.....	.....	.....	.....	.....	9,000 00
Additional pay for musicians of the band, per act August 18, 1856.....	25	4 00	.....	.....	1,900 00	.....	1,900 00
					317,840 76	77,737 50	385,578 26

Respectfully submitted:

HEADQUARTERS OF THE MARINE CORPS, Paymaster's Office, October 8, 1857.

WM. W. RUSSELL, Paymaster United States Marine Corps.

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 14, 1857.

SIR: I enclose to the department triplicate estimates for the quartermaster's office of the United States marine corps for the fiscal year ending the 30th June, 1859.

I remain, most respectfully, yours,

ARCH. HENDERSON,
Bv't Brig. General and Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS, QUARTERMASTER'S OFFICE,
Washington, October 13, 1857.

SIR: Accompanying, I have the honor to submit estimates in triplicate of the expenses of the quartermaster's department, marine corps, for the fiscal year ending June 30, 1859, and also an explanatory statement of the differences between them and the estimates for the current fiscal year.

I am, sir, very respectfully, your obedient servant,

D. J. SUTHERLAND,
Quartermaster.

General A. HENDERSON,
*Commandant United States Marine Corps,
Headquarters, Washington, D. C.*

Estimate of the expenses of the quartermaster's department of the marine corps for one year, from July 1, 1858, to June 30, 1859.

There will be required for the quartermaster's department of the marine corps for one year, commencing on the 1st July, 1858, in addition to the balances then remaining on hand, the sum of two hundred and twenty-nine thousand and eighty-one dollars and seventy-five cents, viz:

1st. For provisions.....	\$64,313 00
2d. For clothing.....	66,512 00
3d. For fuel.....	20,756 75
4th. For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments.....	9,000 00
For the purchase of 1,000 rifled muskets, complete, at \$16 each.....	16,000 00
For the transportation of officers and troops, and for expenses of recruiting.....	12,000 00

6th. For repair of barracks and rent of offices, where there are no public buildings for that purpose.	\$8,000 00
7th. For contingencies, viz: freight, ferriage, toll, cartage, wharfage, compensation to judges advocate, per diem for attending courts martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, forage, straw, furniture, bedsacks, spades, shovels, axes, picks, carpenters' tools, keep of a horse for the messenger, pay of matron, washerwoman, and porter at hospital headquarters, and for the purchase of a fire engine for the use of the marine barracks headquarters.....	32,500 00
Amount required.....	229,081 75

Respectfully submitted.

D. J. SUTHERLAND,
Quartermaster.

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations, at twenty cents per day.	Rations, at twenty cents per day.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen.....	846	33	....	879	1	.....	\$64,167 00
Matron and washerwoman at hospital headquarters.....	.....	1	1	2	.....	1	146 00
Amount required.....	.....	.....	.....	.....	.....	.....	64,313 00

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at \$36 per annum.....	1,692	\$60,912 00
700 watch coats, at \$9 each.....	.....	5,600 00
Amount required.....	.....	66,512 00

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
Commandant	1	36	4	36	4
Lieutenant colonel.....	1	29	4	29	4
Majors.....	4	29	4	118	.....
Staff majors	3	29	4	88	4
Staff captains	1	24	6	24	6
Aid-de camp.....	1	16	4	16	4
Captains	12	24	6	297	.....
Lieutenants, 1st and 2d	23	16	4	379	4
Non-commissioned officers, musicians, privates, washerwomen, and servants	880	1	4	1,320	.....
Matron to hospital headquarters.....	1	1	4	1	4
Hospital headquarters	1	33	.....	33	.....
Hospitals at other posts	5	16	4	82	4
Armory at headquarters	1	30	.....	30	.....
Mess rooms for officers	7	3	4	24	4
Offices of commandant and staff, and commanding officers of posts	15	7	.....	105	.....
Officers-of-day's rooms	7	3	4	24	4
Guard rooms at barracks and navy yards.....	9	21	.....	189	.....
Stores for clothing and other supplies	3	5	.....	15	.....
One-fourth additional on 600 cords, the quantity supposed to be required in latitude north of 39°				150	.....
Amount required.....				2,965	2
Which, at \$7 per cord, is					\$20,756 75

Explanations to the estimates for the quartermaster's department, marine corps, for the fiscal year ending June 30, 1859.

These estimates vary from those of the current fiscal year under the following heads of appropriations, viz:

"Provisions" increased \$9,782; the amount estimated for 134 men, the number supposed to be on shore, of the increase authorized by the letter of the Hon. Secretary of the Navy, dated April 21, 1857.

"Clothing" increased \$11,248; amount required for 268 men, authorized as above, with 200 additional watch coats.

"Fuel" increased \$474 88; amount required for 134 men, supposed number on shore, as authorized above, and also to meet increased allowances to officers, by army regulations of January 1, 1857; the fuel is estimated at \$7 per cord, instead of \$7 50 per cord.

"Military stores" increased \$16,000; to purchase 1,000 rifled muskets, that character of arm having been introduced into the marine corps; and by a new regulation of the War Department the corps is required to pay for arms, instead of being supplied, as heretofore, by the War Department upon requisition.

D. J. SUTHERLAND,
Quartermaster.

QUARTERMASTER'S OFFICE,
United States Marine Corps, October 13, 1857.

No. 8.

General estimate of the sums required for the support of the office of the Secretary of the Navy, and the several bureaus of the Navy Department, for the fiscal year ending June 30, 1859.

Office or bureau.	Salaries.	Contingent.
Office of the Secretary of the Navy	\$29,600 00	\$2,840 00
Bureau of Ordnance and Hydrography	12,340 00	750 00
Bureau of Yards and Docks	14,140 00	800 00
Bureau of Construction, Equipment, and Repair	21,340 00	800 00
Bureau of Provisions and Clothing	8,840 00	700 00
Bureau of Medicine and Surgery	9,540 00	450 00
	95,800 00	6,340 00

RECAPITULATION.

CIVIL.	
Salaries	\$95,800 00
Contingent	6,340 00
<i>Appropriated for fiscal year 1857-'58.</i>	
For salaries	95,800 00
For contingent	6,340 00

No. 9.

General estimate of the sums required for the expenses of the Southwest Executive Building for the fiscal year ending June 30, 1859.

CIVIL.	
For salaries	\$2,400 00
For contingent	3,913 00
<i>Appropriated for fiscal year 1857-'58.</i>	
For salaries	2,400 00
For contingent	3,913 00

No. 10.

Summary statement of the estimates for the navy for the fiscal year ending June 30, 1859.

Heads.	Office of the Secretary of the Navy.	Bureau of Ordnance and Hydrography.	Bureau of Yards and Docks.	Bureau of Construction, Equipment, and Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregates.
NAVY PROPER.							
For pay of the navy.....	\$193,200 00	\$147,291 00	\$275,664 00	\$2,889,250 00	\$941,700 00	.....	\$3,805,405 00
For provisions.....	941,700 00
For surgeons' necessaries.....	\$32,150 00	32,150 00
For increase, repairs, &c.....	2,850,000 00	.....	.....	2,850,000 00
For ordnance and ordnance stores.....	598,000 00	.....	.....	.....	.....	598,000 00
For contingent enumerated.....	479,600 00	350,000 00	63,000 00	.....	887,600 00
	493,200 00	745,291 00	755,964 00	6,009,250 00	1,009,700 00	32,150 00	9,124,855 00
MARINE CORPS.							
For pay.....	\$395,578 26
For provisions.....	64,313 00
For clothing.....	66,512 00
For fuel.....	20,756 75
For military stores.....	25,000 00
For transportation, &c.....	12,000 00
For repairs of barracks, &c.....	8,000 00
For contingent.....	32,500 00
	694,660 01

STATEMENT—Continued.

Heads.	Office of the Secretary of the Navy.	Bureau of Ordnance and Hydrography.	Bureau of Yards and Docks.	Bureau of Construction, Equipment, and Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregates.
SPECIAL OBJECTS.							
<i>Navy yards.</i>							
At Portsmouth, N. H.	\$52,215 00	.....	.....	.....
At Boston.....	203,500 00	.....	.....	.....
At New York.....	353,536 00	.....	.....	.....
At Philadelphia.....	98,714 00	.....	.....	.....
At Washington.....	131,100 00	.....	.....	.....
At Norfolk.....	332,158 00	.....	.....	.....
At Pensacola.....	363,315 00	.....	.....	.....
At Mare Island, California.....	417,971 00	.....	.....	.....	\$1,952,509 00
<i>Hospitals.</i>							
At Portsmouth, N. H.	30,374 00	.....	.....	.....
At Boston.....	3,000 00	.....	.....	.....
At New York.....	27,000 00	.....	.....	.....
At Philadelphia, (asylum).....	34,892 00	.....	.....	.....
At Norfolk.....	45,900 00	.....	.....	.....
At Pensacola.....	18,700 00	.....	.....	.....
<i>Magazines.</i>							
At Portsmouth, N. H.	46,600 00	.....	.....	.....
At Boston.....	1,500 00	.....	.....	.....
At New York.....	6,800 00	.....	.....	.....
At Philadelphia.....	1,000 00	.....	.....	.....	159,866 00

[illegible]

AGGREGATE--NAVY.

Navy proper.....	\$9,194,855 00
Marine corps.....	694,660 01
Special objects—	
Navy yards.....	\$1,952,509 00
Hospitals.....	159,866 00
Magazines.....	909,616 00
Miscellaneous.....	2,544,793 22
	<hr/> 4,866,783 22
	<hr/> 14,616,298 23

No. 11.

General estimate of the sums required for the support of the navy for the fiscal year ending June 30, 1859.

Heads of appropriation.	Estimated for 1858-'59.	Estimated for 1857-'58.	Appropriated for 1857-'58.
For pay of commission, warrant, and petty officers and seamen, including the engineer corps	\$3,805,405 00	\$3,855,450 00	\$3,855,450 00
For provisions for commission, warrant, and petty officers and seamen, including engineers, and also marines attached to vessels for sea service.....	941,790 00	850,450 00	850,450 00
For surgeons' necessaries and appliances for the sick and hurt of the navy, including the engineer and marine corps	32,150 00	.....	.....
For increase, repair, armament, and equipment of the navy, including the wear and tear of vessels in commission, fuel for steamers, and purchase of hemp for the navy	2,850,000 00	2,877,000 00	2,877,000 00
For ordnance and ordnance stores, including incidental expenses	598,000 00	304,000 00	304,000 00
For contingent expenses that may accrue for the following purposes, viz: freight and transportation; printing and stationery; advertising in newspapers; books, maps, models, and drawings; purchase and repair of fire engines and machinery; repairs of and attending to steam engines in navy yards; purchase and maintenance of horses and oxen, and driving teams; carts, timber wheels, and the purchase and repair of workmen's tools; postage of public letters; fuel, oil, and candles for navy yards and shore stations; pay of watchmen, and incidental labor not chargeable to any other appropriation; transportation to, and labor attending the delivery of provisions and stores on, foreign stations; wharfage, dockage, and rent; travelling expenses of officers and others under orders; funeral expenses; store and office rent; fuel; commissions and pay of clerks to navy agents and storekeepers; flags, awnings, and packing boxes; premiums, and other expenses of recruiting; apprehending deserters; per diem pay to persons attending courts martial and courts of inquiry, and other services authorized by law; pay to judges advocate; pilotage and towage of vessels, and assistance to vessels in distress; and for bills of health and quarantine expenses of vessels of the United States navy in foreign ports....	897,600 00	890,000 00	890,000 00
	9,124,855 00	8,766,900 00	8,766,900 00

General estimate of the sums required for the support of the marine corps for the fiscal year ending June 30, 1859.

Heads of appropriation.	Estimated for 1858-'59.	Estimated for 1857-'58.	Appropriated for 1857-'58.
<p>For pay of officers, non-commissioned officers, musicians and privates, clerks, messengers, stewards, servants, &c., rations and clothing for servants, additional rations to officers for five years' service, undrawn clothing and rations, bounties for re-enlistments</p> <p>For provisions</p> <p>For fuel</p> <p>For military stores, viz: pay of armorers, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fife, and other instruments, and one thousand rifled muskets</p> <p>For transportation of officers and troops, and expenses of recruiting</p> <p>For repairs of barracks, and rent of offices where there are no public buildings for that purpose.....</p> <p>For contingencies, viz: freight, ferrriage, toll, cartage and wharfage; compensation to judges advocate; per diem for attending courts martial, courts of inquiry, and for constant labor; house rent in lieu of quarters; burial of deceased marines; printing, stationery, postage, and telegraphing; apprehension of deserters; oil, gas, candles, forage, straw, furniture, bed-sacks, spades, shovels, axes, picks, and carpenters' tools; keep of a horse for the messenger, and pay of matron, washerwoman, and porter at hospital headquarters; and for the purchase of a fire engine for the use of the marine barracks at headquarters.....</p>	<p>\$395,578 26</p> <p>64,313 00</p> <p>66,512 00</p> <p>20,756 75</p> <p>25,000 00</p> <p>12,000 00</p> <p>8,000 00</p> <p>32,500 00</p> <p>624,660 01</p>	<p>\$359,691 69</p> <p>54,531 00</p> <p>55,264 00</p> <p>20,281 87</p> <p>9,000 00</p> <p>12,000 00</p> <p>8,000 00</p> <p>32,500 00</p> <p>551,268 55</p>	<p>\$359,691 68</p> <p>54,531 00</p> <p>55,264 00</p> <p>20,281 87</p> <p>9,000 00</p> <p>12,000 00</p> <p>8,000 00</p> <p>32,500 00</p> <p>551,268 55</p>

General statement of the sums required for special objects under the control of the Navy Department for the fiscal year ending June 30, 1859.

Heads of appropriation.	Estimated for 1858-'59.	Estimated for 1857-'58.	Appropriated for 1857-'58.
For improvements and repairs at navy yards and stations.....	\$1,952,509 00	\$2,127,392 00	\$2,105,617 00
For improvements and repairs at the naval hospitals.....	159,868 00	63,615 00	63,615 00
For improvements and repairs at the naval magazines.....	208,615 00	113,458 00	113,458 00
For pay of superintendents, naval constructors, and civil establishments of the navy yards and stations.....	139,233 00	128,382 00	128,382 00
For the purchase of articles and incidental expenses connected with the Naval Observatory and Hydrographical Office, Washington.....	47,160 00	67,160 00	62,160 00
For improvement and repairs of buildings and grounds and support of the Naval Academy at Annapolis, Maryland.....	45,671 22	42,307 22	42,307 22
For transportation of the mail.....	935,850 00	935,850 00	935,850 00
For preparing for publication the American Ephemeris and Nautical Almanac.....	26,880 00	26,880 00	26,880 00
For five steam sloops, authorized by act of March 3, 1857.....	1,350,000 00	1 00,000 00	1,000,000 00
	4,866,753 22	4,505,044 22	4,476,269 22

TREASURY DEPARTMENT,
Second Comptroller's office, November 20, 1857.

SIR: I have the honor to transmit, in duplicate, the annual statement of the appropriations for the navy department for the fiscal year 1856-'57, showing the balances of appropriations on the 1st of July, 1856, the appropriations for the fiscal year 1856-'57, the repayments and transfers in same time, the amounts applicable to the service of the year 1856-'57, the amounts drawn by requisitions from the treasury in same period, and, finally, the balances on the 30th of June, 1857, with such sums specially designated as have been carried to the surplus fund; prepared in pursuance of an act of Congress approved May 1, 1820.

Very respectfully, sir, your obedient servant,

J. MADISON CUTTS, *Comptroller.*

HON. ISAAC TOUCHY,
Secretary of the Navy.

No. 14.

Statement of the appropriations for the service of the Navy Department, from July 1, 1856, to June 30, 1857, made in pursuance of the provisions of the 2d section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment of the Treasury, War, and Navy Departments."

Heads of appropriations.	Balances of appro- priations July 1, 1856.	Appropriations for the fiscal year 1856-'57.	Repayments from July 1, 1856, to June 30, 1857.	Amounts applicable to the service of the fiscal year 1856-'57.	Amounts drawn by requisitions from the treasury dur- ing the fiscal year 1856-'57.	Balances June 30, 1857.
Pay of the navy.....	\$26, 190 94	\$3, 421, 718 00	\$560, 508 49	\$4, 008, 417 43	\$3, 760, 476 02	\$247, 941 41
Extra pay to officers, &c., serving in the Pacific.....		13, 375 51	19, 624 49	33, 000 00	33, 000 00	-----
Extra pay to officers of astronomical expedition to Chili.....						-----
Extra compensation to clerks in Washington navy yard.....		879 43		879 43	879 43	-----
Increase pay to officers in expedition to China seas, &c.....		829 85		829 85	829 85	-----
Prize money.....	35, 147 70	20, 764 56		20, 764 56	20, 764 56	-----
Military contributions in Mexico.....	961 63	1, 425 89		36, 573 59	5, 000 00	31, 573 59
Naval Academy.....	1, 001 01	5, 000 00		5, 961 63	1, 495 07	4, 466 56
Nautical Almanac.....	5, 339 69	39, 595 22	78	40, 597 01	39, 173 01	1, 424 00
Meteorological observations.....	553 77	25, 732 64	892 70	31, 965 03	25, 737 10	6, 227 93
Compensation to clerks in astronomical expedition.....		2, 000 00		2, 553 77	*2, 178 77	375 00
Books, maps, &c., of Hydrographical Office.....	4, 016 24	2, 395 40		2, 395 40	2, 395 40	-----
Nautical instruments.....	12, 617 61		614 50	4, 530 74	4, 530 74	-----
Natural history.....	9, 245 00	20, 000 00	1, 221 96	33, 839 57	33, 116 36	723 21
Publishing sailing directions.....		15, 000 00		24, 245 00	2, 008 00	22, 237 00
Publishing charts of La Plata, &c.....		26, 286 00		26, 286 00	5, 252 37	21, 033 63
Wind and current charts.....	238 32	18, 000 00		18, 238 32	16, 223 00	2, 015 32
Contingent and wages at Observatory.....	589 10	15, 160 00	63 27	15, 812 37	10, 299 87	6, 512 50
Navy hospital fund.....	74, 896 50		45, 285 61	120, 192 11	66, 405 75	53, 776 36

Pay of superintendents, &c.....	37,893 65	125,782 00	6,879 17	170,554 82	117,272 34	63,282 48
Pay of drapped naval officers.....		71,000 00		71,000 00	56,250 00	14,750 00
Arranging, &c., specimens of natural history.....		15,000 00		15,000 00	82 25	14,917 75
Surgeons' necessaries and appliances.....	66,553 95		2,213 87	68,897 82	35,251 86	33,645 96
Testing and analysis of alimentary substances.....	1,018 34			1,018 34	†1,018 34	
Testing useful inventions, &c., to advance efficiency of navy.....		82 40		82 40		
Exploration of the Parana, and tributaries of Parana river.....		25,000 00		25,000 00		25,000 00
Provisions of navy.....	55,196 67	840,450 00	76,111 23	970,757 90	878,894 77	91,863 13
Clothing of navy.....	395,545 93		181,661 57	577,207 50	275,830 59	301,876 91
Arming and manning ordnance ship Plymouth.....		49,000 00		49,000 00	4,892 04	44,107 96
Increase, repairs, &c.....	661,573 14	3,020,500 00	429,248 33	4,111,321 47	3,315,351 28	795,970 19
Six steam frigates.....	2,369,662 75		159,909 31	2,529,572 06	1,000,466 04	1,529,106 02
Stevens' war steamer.....		86,717 84	62,341 18	149,059 02	119,006 31	30,052 71
Five sloop-of-war.....		1,000,000 00		1,000,000 00		1,000,000 00
Testing improvements in steam boilers.....	10,000 00			10,000 00	2,276 87	7,723 13
Mexican hostilities.....	32,238 23			32,238 23	1,342 00	30,896 23
Search of Arctic expedition.....	8,248 27		612 20	8,860 47	1,329 93	7,530 57
Contingent expenses.....	37,025 41	859,750 00	53,346 96	950,122 37	915,814 69	34,307 68
Steam mail service.....	361,583 51	1,408,830 00		1,770,439 51	1,059,866 67	710,572 84
Dry dock at Portsmouth, N. H.....			156 15	156 15	156 15	
Dry dock at Philadelphia.....			1,372 18	1,372 18	1,372 18	
Dry dock at Pensacola.....			4,742 49	4,742 49	4,742 49	
Basin and railway, California.....		305,000 00		305,000 00	290,000 00	15,000 00
Coal depot at Key West.....		25,000 00		25,000 00	25,000 00	
Naval depot at Blythe island.....		85 37		85 37	85 37	
Navy yard, Sackett's Harbor, N. Y.....	2,610 01		25 08	2,635 09		2,635 09
Navy yard, Portsmouth, N. H.....	10,920 44	78,200 00		89,120 44	35,439 69	53,680 75
Navy yard, Boston, Mass.....	270,019 95	121,350 00	219 43	391,589 38	216,434 22	176,155 16
Navy yard, New York.....	39,336 71	422,888 58	2,139 20	464,364 49	297,195 92	167,168 57
Navy yard, Philadelphia.....	14,274 23	64,520 00	79,523 49	79,517 72	47,168 22	32,149 50
Navy yard, Washington.....	74,064 27	226,638 00	5 08	300,707 35	168,100 80	132,606 55
Navy yard, Norfolk.....	71,289 42	206,500 00	7,318 71	285,108 13	283,158 49	1,949 64
Navy yard, Pensacola.....		177,934 00	20,999 50	198,933 50	163,865 74	46,067 76
Navy yard, Memphis.....			8 14			
Navy yard, San Francisco.....		322,000 00	7,463 84	329,463 84	329,463 34	

† Carried to surplus fund.

* \$53 77 of this sum carried to surplus fund.

REPORT OF THE

STATEMENT—Continued.

Hheads of appropriations.	Balances of appro- priations July 1, 1886.	Appropriations for the fiscal year 1886-'87.	Repayments from July 1, 1886, to June 30, 1887.	Amounts applicable to the service of the fiscal year 1886-'87.	Amounts drawn by the treasury dur- ing the fiscal year 1886-'87.	Balances June 30, 1887.
Navy hospital, Boston.....	\$1,445 29	\$16,750 00	\$293 42	\$18,488 71	\$6,968 00	\$11,520 71
Navy hospital, New York.....	8,447 91	20,650 00	-----	29,097 91	11,984 00	17,113 91
Navy hospital, Philadelphia.....	6,605 48	8,900 00	200 00	15,705 48	5,280 00	10,425 48
Navy hospital, Norfolk.....	3,134 84	6,000 00	54	9,135 38	9,135 38	-----
Navy hospital, Pensacola.....	2,285 54	18,500 00	3,173 15	23,958 69	16,192 65	7,766 04
Navy magazine, Mare island, California.....	-----	119,300 00	-----	119,300 00	20,000 00	99,300 00
Naval magazine, Boston.....	17,199 30	1,000 00	2 13	18,201 43	503 00	17,698 43
Naval magazine, New York.....	37,009 77	16,000 00	-----	53,009 77	23,831 00	29,178 77
Naval magazine, Washington.....	20,399 63	22,000 00	-----	42,399 63	704 00	41,695 63
Naval magazine, Norfolk.....	9,548 82	11,000 00	279 16	20,827 98	16,257 21	4,570 77
Naval magazine, Portsmouth, N. H.....	100 00	40,000 00	-----	40,100 00	14,883 00	25,217 00
Naval magazine, Philadelphia.....	10,940 00	-----	-----	10,940 00	3,848 45	8,091 55
Naval magazine, Pensacola.....	3,945 27	2,600 00	1,241 62	7,786 89	3,225 35	4,561 54
Pay of marine corps.....	12,870 79	323,233 94	44,874 84	380,979 37	370,453 03	10,526 54
Provisions, marine corps.....	8 00	40,934 75	-----	40,942 75	40,942 75	-----
Contingent, marine corps.....	-----	32,500 00	3,043 08	35,543 08	35,438 08	105 00
Clothing, marine corps.....	-----	55,264 00	1,470 74	56,734 74	56,604 13	130 61
Fuel, marine corps.....	-----	20,180 62	12,783 78	32,964 40	32,912 28	52 12
Transportation, marine corps.....	-----	12,000 00	8,415 38	20,415 38	20,408 48	6 90
Military stores, marine corps.....	-----	9,000 00	9,486 76	18,486 76	18,486 76	-----
Repairs of barracks, marine corps.....	-----	8,000 00	1,671 21	9,671 21	9,671 21	-----
Erection of marine barracks, Brooklyn, New York.....	-----	96,000 00	-----	96,000 00	-----	96,000 00
Erection of marine barracks, Pensacola.....	-----	60,000 00	-----	60,000 00	500 00	59,500 00
Act making appropriation for certain claims.....	-----	683 00	-----	553 00	553 00	-----
Relief of surviving officers of the republic of Texas.....	-----	36,500 00	-----	36,500 00	36,500 00	-----
Relief of Thomas M. Newell.....	-----	1,454 80	-----	1,454 80	1,454 80	-----

Relief of Thomas B. Steele.....	717 66	717 66	717 66	717 66
Relief of Joseph Morehead.....	198 90	198 90	198 90	198 90
Relief of Jonathan Walton and J. De Graff.....	6,590 34	6,590 34	6,590 34	6,590 34
Relief of Thomas Ap C. Jones.....	900 00	900 00	900 00	900 00
Relief of Joseph White.....	561 02	561 02	561 02	561 02
Relief of John Guest, U. S. N., and others.....	1,720 00	1,720 00	1,720 00	1,720 00
Relief of Joseph D. Beers.....	4,722 69	4,722 69	4,722 69	4,722 69
Relief of widows and orphans of those lost in sloop- of-war Albany, &c.....	44,299 73	44,299 73	44,299 73	44,299 73
Prize money due Thomas Barnum, &c.....	214 89	214 89	214 89	214 89
Total.....	4,823,899 03	14,117,667 03	1,731,374 22	6,192,498 98

RECAPITULATION.

Amount applicable to the service of the fiscal year 1856-'57, as per aggregate of fourth column..... \$20,672,930 28
 From which deduct amount of refunding and transfer requisitions as per third column..... 1,731,374 22

Will show the amount actually applicable to the above period..... 18,941,556 06
 From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column..... \$14,480,431 30
 From which last sum deduct amount of transfer and refunding requisitions..... 1,731,374 22

Will leave the aggregate of the sixth column of balances, on June 30, 1857..... 12,749,057 08

Will leave the aggregate of the sixth column of balances, on June 30, 1857..... 6,192,498 98

TREASURY DEPARTMENT, Second Comptroller's Office, November 20, 1857.

No. 15.

TREASURY DEPARTMENT,
Fourth Auditor's office, December 3, 1857.

SIR: I have the honor to transmit, herewith, two copies of an abstract of expenditures under the head of contingent expenses of the navy, as settled and allowed at this office, from the 1st of July, 1856, to the 30th of June, 1857.

I have the honor to be, sir, very respectfully, your obedient servant,
A. O. DAYTON.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

No. 15.

Abstract of expenditures under the head of contingent expenses of the navy, as settled and allowed at the office of the Fourth Auditor of the Treasury, from 1st of July, 1856, to the 30th of June, 1857.

No of report	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1856.					
944	July	A. M. Van Nostrand.....	Acting purser.....	\$9, 194 27	-----	Pilotage, transportation, &c.
947	2	H. G. S. Key.....	Navy agent.....	8, 561 95	-----	Travel, advertising, &c.
951	5	O. S. Glisson.....	Lieut. commanding.....	239 00	-----	Travel.
952	8	L. D. Slamm.....	Purser.....	6, 617 32	-----	Pilotage, pay for labor, &c.
955	11	J. H. Wright.....	Navy Agent.....	52 88	-----	Stationery &c.
957	12	D. D. Porter.....	Lieut. commanding.....	568 68	-----	Pilotage, &c.
969	22	Jos. Wilson.....	Purser.....	9, 947 27	-----	Labor, mechanics, &c.
970	23	Baring, Brothers & Co.....	Navy agents.....	15, 175 91	-----	Commissions, postage, &c.
973	28	Wm. M. Walker.....	Commander.....	283 36	-----	Travelling expenses, &c.
983	August	J. B. Rittenhouse.....	Purser.....	77 80	-----	Do.
984	8	J. F. Steele.....	do.....	25 42	-----	Postage, &c.
992	18	J. Y. Mason, jr.....	Quart'r marine corps.....	5, 980 12	-----	Pay of mechanics, &c.
993	18	G. F. Lindsay.....	Purser.....	8, 255 78	\$3, 161 93	Quarters, forage, advertising, &c.
999	22	J. G. Harris.....	Acting purser.....	27 19	-----	Mechanics' pay, &c.
1022	Septem'r 1	H. G. S. Key.....	Navy agent.....	455 38	-----	Postage, &c.
1032	6	B. D. Heriot.....	do.....	2, 882 43	-----	Freight, advertising, &c.
1035	9	N. Moses.....	do.....	2, 596 62	-----	Travel, postage, &c.
1038	10	H. G. S. Key.....	do.....	3, 435 77	-----	Clerk hire, travel, &c.
1039	11	W. Anderson.....	do.....	1, 214 12	-----	Do. do.
1041	13	T. B. Nalle.....	Purser.....	33, 316 45	-----	Pay of watchmen, postage, &c.
1047	16	A. Day.....	Navy agent.....	226 18	-----	Advertising, hardware, travel, &c.
1065	19	T. M. Crossman.....	Lieut. commanding.....	8, 573 05	-----	Travel, &c.
1072	23	J. C. Eldredge.....	Purser.....	197 38	-----	Pilotage, towage, &c.
1076	24	A. J. Mitchell.....	do.....	366 90	-----	Travel, postage, &c.
1083	27	B. F. Gallaher.....	do.....		-----	Do.

ABSTRACT—Continued.

No. of report.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1856.					
1088	Septem'r 30	A. E. Watson	Purser	\$1,559 83	-----	Pay of laborers, &c.
1104	October 7	S. Drinker	Naval storekeeper	422 00	-----	Storage, &c.
1105	8	J. Tattnall, jr.	Purser	1,062 44	-----	Towage, pilotage, &c.
1113	14	L. D. Stamm	do.	1,645 12	-----	Pay of laborers, towage, &c.
1115	16	J. V. B. Bleeker	do.	3 00	-----	Postage.
1120	18	H. R. Hoff	Commander	142 00	-----	Travel.
1130	Novem'r 3	T. J. Page	Lieut. commanding	13,987 27	-----	Pilotage, storage, &c.
1134	6	J. H. Lathrop	Navy agent	84 00	-----	Clerk hire.
1142	15	T. R. Ware	Purser	4,884 68	-----	Pilotage, transportation of specie, &c.
1148	21	A. A. Nicholson	Quart'r marine corps	-----	\$3,165 16	Forage, freight, quarters, &c.
1165	Decem'r 4	T. J. Page	Lieut. commanding	17 00	-----	Postage, &c.
1167	5	G. Losall	Navy agent	25,199 41	-----	Freight, travel, pilotage, &c.
1171	9	J. M. McIntosh	Commander	23 76	-----	Postage, &c.
1174	10	S. Ramsey	Purser	8,686 42	-----	Labor, pilotage, postage, &c.
1176	12	A. Greenleaf	Navy agent	49,556 06	-----	Travel, advertising, freight, &c.
1180	15	W. G. Marcy	Purser	1,807 24	-----	Pilotage, towage, &c.
1185	17	J. G. Harris	do.	1,122 30	-----	Labor, towage, &c.
1190	22	W. Reynolds	Lieutenant	1,568 62	-----	Pilotage, towage, &c.
1197	27	J. V. B. Bleeker	Purser	4 50	-----	Postage.
1198	29	Baring, Brothers & Co.	Navy agents	3,601 12	-----	Commissions, postage, &c.
	1857.					
1208	January 13	T. B. Nalle	Purser	8,263 22	-----	Pay of watchmen, labor, &c.
1215	16	S. Kennedy	Assistant surgeon	143 50	-----	Travel.
1220	22	A. Garland	Captain marine corps	-----	31 50	Quarters.
1222	26	H. M. Hienkell	Purser	2,070 43	-----	Towage, pilotage, &c.



1223	February 9	C. Swackhamor	Navy agent	119,850 68	Advertising, office rent, &c.
1240	14	L. D. Slamm	Purser	7,501 73	Pay of watchmen, laborers, &c.
1244	16	H. G. S. Key	Acting purser	151 92	Labor, &c.
1245	17	do.	Navy agent	4,815 74	Travel, freight, &c.
1250	19	B. D. Heriot	do.	1,054 06	Office rent, commissions, &c.
1251	20	A. J. Mitchell	Purser	863 48	Pilotage, &c.
1254	26	A. Gravenleaf	Navy agent	19,434 12	Office rent, travel, advertising, &c.
1264	March 9	J. V. B. Bleeker	Purser	3 00	Postage.
1276	23	G. H. White	do.	1,003 63	Pilotage, towage, &c.
1277	24	J. N. Hambleton	do.	4 04	Postage.
1280	27	N. Moses	Navy agent	7,491 12	Freight, postage, advertising, &c.
1283	31	J. S. Messersmith	Surgeon	300 40	Travel.
1293	April 6	R. T. Allison	Purser	6,403 87	Watchmen, laborers, &c.
1296	11	Jos. Smith	Navy agent	29,224 26	Travel, pilotage, freight, &c.
1297	13	Barling, Brothers & Co.	do.	2,885 10	Commissions, postage, &c.
1298	14	B. F. Gallaher	Purser	456 40	Labor, postage, &c.
1303	15	E. C. Doran	do.	2,056 72	Paid to watchmen, laborers, &c.
1304	16	T. B. Nalle	do.	12,381 07	Pilotage, labor, postage, &c.
1305	16	C. C. Simms	Lieut. commanding	137 75	Travel, &c.
1310	17	E. C. Doran	Purser	14 26	Postage, &c.
1312	21	G. H. Ritchie	do.	229 60	Pilotage, &c.
1315	23	W. Anderson	Navy agent	6,706 98	Travel, office rent, advertising, &c.
1316	23	J. G. Harris	Purser	5,550 24	Paid to watchmen, laborers, &c.
1327	May 6	C. J. Emery	do.	605 15	Pilotage, &c.
1328	6	G. Lozall	Navy agent	18,443 46	Freight, postage, travel, &c.
1329	8	J. K. Harwood	Purser	8,735 48	Pilotage, labor, &c.
1330	8	A. E. Maxwell	Navy agent	2,020 93	Travel, advertising, office rent, &c.
1335	15	B. D. Heriot	do.	488 80	do.
1336	15	L. D. Slamm	Purser	9,871 27	Pay of mechanics, postage, &c.
1337	15	S. Ramsey	do.	4,702 58	do.
1342	16	Josiah Tattall	Captain	35 61	Postage, &c.
1343	16	H. G. S. Key	Acting purser	90 00	Labor, postage, &c.
1345	20	J. Y. Mason, jr.	Purser	8,359 32	Pay of mechanics, laborers, &c.
1349	23	C. Mason	Com'r of Patents	270 00	Towage.
1350	23	J. F. Steele	Purser	36 91	Postage, &c.

ABSTRACT—Continued.

No. of report	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
1355	1857.	J H Watmough	Purser	\$38 28		Postage, &c.
1356	June	J. G. Harris	do.	14, 283 34		Pay of watchmen, laborers, &c.
1357	3	C. Murray	do.	18, 570 43		Pilotage, towage, &c.
1360	5	J. W. Jenkins	Acting purser	79 63		Towage, &c.
1363	11	T. B. Nalle	Purser	11, 509 52		Postage, pay of mechanics, &c.
1365	12	J. V. B. Bleeker	do.	4 50		Transportation of specie.
1371	13	A. Day	Navy agent	38, 132 29		Hardware, travel, towage, &c.
1373	23	J. Y. Mason, jr.	Purser	13, 050 03		Pay of mechanics, postage, &c.
	27					
		Total		621, 959 83	\$6, 361 59	

TREASURY DEPARTMENT, Fourth Auditor's Office, December 3, 1857.

A. O. DAYTON, Fourth Auditor.

REPORT OF THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT, *December 1, 1857.*

TO THE PRESIDENT OF THE UNITED STATES :

SIR: Since entering on the administration of the Post Office Department, I have ventured on no new theories, nor attempted any innovations on the well-tried system established and practised upon by my predecessors. I have contented myself with endeavoring, as far as in my power, to perfect existing arrangements, and extend its facilities equally and fairly to every portion of our widely-extended country. In examining its present condition, it is worthy of observation that, while the total number of post offices created during the twenty years from 1827 to 1847 was but 8,146, the number established in just half that length of time, from 1847 to 1857, was 11,444. On the 30th of June, 1827, the whole number of post offices in the United States was 7,000; in 1837, 11,767; in 1847, 15,146; and on the 30th of June, 1857, 26,586. During the last fiscal year there have been 1,725 offices established and 704 discontinued, being a net increase of 1,021. The number of postmasters appointed during the year was 8,680. Of these appointments 4,767 were to fill vacancies occasioned by resignation; 1,681 by removal; 238 by death; 269 by change of names and sites, and 1,725 by the establishment of new offices. The total number of offices at this time is 27,148, of which 368 are of the class denominated presidential, their incumbents being subject to appointment by the President and Senate. The commissions of the higher class run four years from the date of confirmation, but those of the lower are not limited.

TRANSPORTATION STATISTICS.

On the 30th of June last there were in operation 7,888 mail routes. The number of contractors was 6,576. The length of these routes is estimated at 242,601 miles, divided as follows, viz :

Railroad.....	22,530 miles.
Steamboat.....	15,245 “
Coach.....	49,329 “
Inferior grades.....	155,497 “

The total annual transportation of mails was 74,906,067 miles, costing \$6,622,046, and divided as follows :

Railroad, 24,267,944 miles, at \$2,559,847—about ten cents and five mills a mile.

Steamboat, 4,518,119 miles, at \$991,998—about twenty-two cents a mile.

Coach, 19,090,930 miles, at \$1,410,826—about seven cents and four mills a mile.

Inferior grades, 27,029,074 miles, at \$1,659,375—about six cents a mile.

Compared with the service reported on the 30th of June, 1856, there is an addition of 2,959 miles to the length of mail routes; 3,598,170 miles to the total annual transportation—being about 5 per cent.; and of \$586,572 to the cost, or $9\frac{7}{10}$ per cent.

The aggregate length of *railroad routes* has been increased 2,207 miles, and the annual transportation thereon 2,458,648 miles— $11\frac{1}{10}$ per cent.; at a cost of \$249,458, or $11\frac{8}{10}$ per cent.

The length of *steamboat routes* is greater by 294 miles, and the annual transportation by 277,949 miles, costing \$131,243 additional, or $6\frac{1}{2}$ per cent. on transportation, and $15\frac{1}{10}$ per cent. on the cost.

The expense for this species of service was increased, in one case alone, \$28,200, without any additional service, that is, owing to the failure of the contractor on the New Orleans and Key West route. By act of Congress \$7,200 additional was also allowed between Bainbridge, Georgia, and Apalachicola, Florida, without additional service. A route was put in operation on the Missouri river on the 1st of June last, at \$85,000 per annum, including side mails by horse or coach, and regular land service during the suspension of navigation. Steamboat contracts were also made between Paducah, Kentucky, and Cairo, Illinois, at \$6,006 per annum; and between Columbus and Bay Port, Florida, at \$7,000; and a fourth weekly trip commenced between New Orleans and St. Francisville, at \$8,323. On the other hand, a reduction of \$15,719 per annum was effected by discontinuing service between Chattanooga, Tennessee, and Decatur, Alabama, and curtailing the Nashville and Memphis route so as to end at Cairo, Illinois. Such are the more prominent changes in the steamboat service.

The length of *coach routes* has been reduced 1,124 miles, and the annual transportation 24,061 miles; while the expense has been increased \$70,470, or about $5\frac{1}{2}$ per cent., (\$10,000 less than would appear from comparing the cost on 30th June last with that reported on 30th June, 1856, the latter having been short stated by that amount.)

In the States of New Jersey, Pennsylvania, Delaware, Maryland, and Ohio, where new contracts took effect on 1st July, 1856, the length of coach routes was decreased 505 miles, and the annual transportation 228,976 miles, at an *increased* cost of \$24,752. At the same time the railroad service and cost in those States were largely increased—907 miles in length of routes, and \$119,208 in the cost.

In the New England States, during the past year, the coach transportation was slightly decreased, but the cost *increased* \$11,264—the amount allowed by Congress to a failing contractor.

In Missouri there is a seeming reduction of coach service 1,366 miles in length of routes, 137,960 miles annual transportation, and \$43,174 in cost; but it must be noted that the Missouri river contract, above referred to, absorbed much coach service, which, to a

great extent, will continue as such, although, under the circumstances, unavoidably reported under the head of steamboat transportation.

In Tennessee there is a disproportion between the miles and cost of coach service, the cost only being increased. This is accounted for by an allowance for expediting in the gap between the Virginia and Tennessee and the East Tennessee and Virginia railroads, and other changes.

In other States there have been no changes requiring special notice. In some there have been reductions; but in most of them the coach service, has been somewhat increased.

There is nothing of note in connexion with the California, Oregon, New Mexico, Nebraska, and Kansas routes.

The cost of the Utah routes was increased \$17,500 by the allowance of that additional pay, under an act of Congress, without any increased service, on the route between Salt Lake and San Pedro.

The additional length of *inferior* routes is only 1,582 miles, owing partly to the fact that during the year ending 30th June last comparatively little *new service* of this description was put in operation. The large increase of such service reported 30th June, 1856, arose from new routes established by Congress, amounting to nearly 6,000 miles, in the northwestern and southwestern sections alone, and from other extraordinary service.

The increased cost over that of 30th June, 1856, (\$124,401,) may be explained by the additional expense under the new contracts commencing 1st July, 1856, in the middle section of the Union, (\$63,533,) while there was a *decrease* in the length of routes of this grade; and the allowance of \$17,500 on the Salt Lake and San Pedro route, without additional service, must also be taken into account.

As already stated, the extension of railroad service has been very great; and in order to exhibit this more plainly, the increase is given separately in five geographical sections, as follows:

States.	Additional length of route.	Additional miles of transportation.	Additional cost.
	Miles.		
New England.....	137	26,123	\$11,149
New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.....	907	1,257,075	119,208
Virginia, North Carolina, South Carolina, and Georgia.....	184	171,078	19,899
Michigan, Indiana, Illinois, and Wisconsin...	586	650,088	71,267
Kentucky, Tennessee, Alabama, Mississippi, and Louisiana.....	393	354,284	27,935
Total.....	2,207	2,458,648	249,458

The letting of new contracts for the term commencing 1st July last embraced the New England States and New York.

The following table shows the new service as in operation on the 30th September:

Conveyance.	Miles in length.	Miles of annual transportation.	Cost.
Railroad.....	6,413	7,099,505	\$718,840
Steamboat.....	770	474,608	27,348
Coach.....	9,967	4,604,426	208,468
Inferior modes.....	10,258	3,276,073	144,093
Total.....	27,408	15,454,612	1,098,749

Compared with the service on 30th June last, there appears to be a decrease of 791 miles in the length of routes, and 823,034 miles in the annual transportation, while the cost is *increased* \$120,041.

In *New England* the annual transportation by railroad is decreased 885,876 miles; but this is more nominal than real, owing to the fact that a great portion of this grade of service in that section has heretofore been stated at twelve trips a week, the contracts requiring the conveyance of mails as often as the cars run, while really but six trips were performed. Now, however, the service is reported as actually existing, and there is no reduction of mail facilities.

The cost is increased \$61,041.

Steamboat transportation is increased 147,784 miles, at a cost of \$13,918.

Coach transportation is decreased 320,474 miles, but the expense increased \$5,074.

Inferior grades of service are increased 360,925 miles in annual transportation, and \$22,405 in cost.

In *New York* the railroad transportation is increased 293,328 miles, at a cost of \$10,268. Steamboat service, *decreased* 161,664 miles, at a decreased cost of \$7,501. Coach service, decreased 143,384 miles, but the cost *increased* \$12,642. Inferior service, decreased 113,673 miles, and cost increased \$2,197.

On the 30th June last there were in service 406 route agents, at a compensation of \$310,900; 45 local agents, at \$28,488; and 1,335 mail messengers, at \$160,425; making a total of \$499,813. This amount, with the increased cost of service commencing 1st July under new contracts (\$120,044) added to the cost of service as in operation on the 30th June last, (\$6,622,046,) makes the total amount for the current year \$7,241,903.

This is independent of the cost of ocean mail service.

There should also be added the estimated cost of improvements made since 1st July last, (including the San Antonio and San Diego route,) \$587,825.

I have caused to be put in operation a steamship route, twice a month, between San Francisco and Olympia, and a weekly line on Puget's Sound.

Also, a tri-weekly steamboat line between Napoleon and Pine Bluff, Arkansas; and a semi-weekly line between Napoleon and Vicksburg;

besides the daily mail on the Missouri river, already referred to, viz: from Jefferson City to St. Joseph.

The overland route from San Antonio, Texas, to San Diego, California, has also been successfully commenced.

I have also made a contract for conveying mails six times a week between Prairie du Chien and St. Paul, in coaches or sleighs, as the case may be, during the suspension of navigation on the Upper Mississippi.

REVENUE AND EXPENDITURES.

The comprehensive report of the Auditor, hereto appended, will be found to contain a mass of statistics skilfully prepared, and so judiciously arranged as to present with clearness and precision the financial operations of the department, in their various branches, during the past fiscal year.

The expenditures of the fiscal year ending June 30, 1857, including payments to letter carriers and for foreign postages, amounted to \$11,508,057 93, viz:

Compensation to postmasters.....	\$2,285,609 86
Ship, steamboat, and way-letters.....	17,594 76
Transportation, including foreign mails.....	7,239,333 27
Wrapping paper.....	52,120 78
Office furniture, for post offices.....	3,978 26
Advertising.....	75,106 37
Mail bags.....	65,219 21
Blanks.....	117,170 87
Mail locks, keys, and stamps.....	12,287 50
Mail depredations and special agents.....	65,228 25
Clerks for offices—post offices.....	834,025 60
Postage stamps.....	30,638 80
Stamped envelopes.....	63,597 74
Payments to letter carriers.....	154,710 51
Re-payments for "dead letters".....	41 84
Miscellaneous payments.....	189,107 99
Payments for balances on British mails.....	297,098 88
Payments for balances on Bremen mails.....	5,187 44
	<hr/>
	\$11,508,057 93
	<hr/>

If to the expenditures of the year, as stated, there be added the sum of \$734 16 lost by compromising debts under the 3d section of the act of March 3, 1851, and if the sum of \$1,121 93 gained by small balances carried to "Suspense account" be deducted, the net expenditures for the year will be \$11,507,670 16.

The gross revenue for the year 1857, including receipts from letter carriers and from foreign postages, amounted to \$7,353,951 76, viz:

Letter postage.....	\$983,207 24
Stamps sold.....	5,447,764 51
Newspapers and pamphlets.....	634,863 51
Registered letters.....	35,876 87
Fines	15 00
Receipts on account of emoluments.....	79,351 00
Receipts on account of letter carriers.....	154,710 51
Receipts on account of dead letters.....	6,756 57
Extra compensation overcharged.....	1,667 30
Miscellaneous receipts.....	9,739 25
	<hr/>
	\$7,353,951 76

But if to the gross sum above stated be added the permanent annual appropriations made by the acts of March 3, 1847, and March 3, 1851, in compensation for services rendered to the government in the transportation and delivery of franked matter, the whole revenue of the year will be \$8,053,951 76, being \$3,453,718 40 less than the expenditures.

ESTIMATES OF RECEIPTS AND EXPENDITURES IN 1858.

The aggregate sum appropriated by the act of Congress approved March 3, 1857, for the regular expenditures of the year ending June 30, 1858, exclusive of the transportation of foreign mails, of payments for foreign postages and to letter carriers, was

	\$11,173,247
For Panama mails, act of March 3, 1857..	135,000
For Charleston and Havana mail, act of March 3, 1857.....	50,000
For the transportation of the mails between New York and Havre, and New York and Bremen, under the new contracts authorized by the acts of March 3, 1845, and July 2, 1836, there will be required the sum of.....	230,000
For payments to letter carriers, act of March 3, 1851, estimated.....	165,000
Payments for foreign postages, estimated	300,000

Total..... \$12,053,247

The means applicable to defray the foregoing expenditures consist of—

1st. The balance standing to the credit of the department on the Auditor's books on the 1st July, 1857.....	1,163,886
2d. The estimated gross revenue of 1858, including foreign postages and receipts from letter carriers.....	7,795,188

3d. Balances of appropriations made by Congress remaining in the Treasury subject to requisition..... \$1,625,000
\$10,584,074

Leaving the sum of..... 1,469,173
to be appropriated from the Treasury to defray the expenditures of the year 1858, as they have been authorized by law.

In the foregoing statement I have not embraced the cases in which Congress has by law directed particular services and made special appropriations for them out of the Treasury, such as the transportation of the mail by sea between San Francisco, Cal., and Olympia, W. T., between New Orleans and Vera Cruz, Mexico, and for the mail on Puget's Sound, W. T., because the means are supplied by the Treasury upon the Postmaster General's requisitions; and if they were embraced as matters of receipt and expenditure, the resulting balance to be provided for would still be the same.

MONEY ORDERS.

The adoption of some plan for the more convenient and safe remittance of small sums of money through the mails by means of orders drawn upon one postmaster by another having been frequently urged upon this department as a matter worthy of its attention, it is deemed proper here to state that, on the 31st January last, my predecessor transmitted to the chairman of the Committee on the Post Office and Post Roads in the House of Representatives, in compliance with his request, the outline of such a plan as might be put in operation in this country. The submission of it does not appear to have been accompanied by any recommendation of the department, nor does it appear that the Hon. Committee acted upon the subject. A system of remitting sums of money not exceeding £5 sterling (\$25) in amount was adopted by the British Post Office Department in 1839, and some idea may be formed of the growth and extent of its operations from the following brief statement derived from the Annual Report of her Majesty's Postmaster General, dated March 17, 1857:

Number and amount of money orders issued in the United Kingdom of Great Britain and Ireland every fifth year, commencing with 1840.

Year ending—	No. of orders issued in sums not exceeding £5 sterling.	Aggregate amount in pounds sterling.
January 5, 1840	188,921	£313,124
January 5, 1845	2,806,803	5,695,395
December 31, 1850	4,439,713	8,494,498
December 31, 1855	5,807,412	11,009,279
December 31, 1856	6,178,982	11,805,562

OCEAN STEAMSHIP AND FOREIGN MAIL ARRANGEMENTS.

The contract with the Ocean Steam Navigation Company for monthly trips between New York and Bremen, and New York and Havre, *via* Southampton, expiring on the first of June last, it became necessary to make some arrangements for the continuance of that service, or leave the carrying of the European mails almost exclusively to the lines running between Boston and Liverpool and New York and Liverpool, on which twenty only of the seventy-two annual voyages are performed by American steamers. The Bremen and Havre lines having, under the sanction of Congress, been in operation ten years, affording direct communication between the United States and the continent of Europe, and it not appearing by its action at the last session that it was the intention of Congress that they should be discontinued on the expiration of the contract, I deemed it my duty to make provision for their continuance another year. This seemed proper, in view not only of the importance of keeping up, and if possible increasing, the direct communication with the continent, in order to avoid the expense of the English transit, but also for the reason that I had official information of the intention of a Bremen company to put on a line of semi-monthly steamers, so as, in connexion with an increased American line, to secure a weekly communication with the United States. In the mean time Congress may take action on the subject. Under the old contract, the annual compensation for twelve round trips on the Bremen line was two hundred thousand dollars; and on the Havre line, for the same number of trips, one hundred and fifty thousand dollars. The temporary contract for the service on the Bremen line is with Cornelius Vanderbilt, and upon the Havre line with the New York and Havre Steamship Company. Each contract provides for thirteen round trips annually; and the compensation to be paid is limited to the United States postages, sea and inland, accruing from the mails conveyed. This, it will be observed, is a very considerable reduction upon the former pay, assuming that the postages for the year will be nearly the same as for the year ended 30th June last, when on the Bremen line they amounted to \$124,193, and on the Havre line to \$90,042. Moreover, it appeared to be a fit occasion to inaugurate a system of self-sustaining ocean mail service; and I shall esteem it fortunate if the present temporary arrangements lead, as I trust they may, to the adoption of this as a permanent system.

A contract has been made with the Panama Railroad Company for the conveyance of the mails, as frequently as may be required, between Aspinwall and Panama, at an annual compensation of one hundred thousand dollars. It took effect on the first day of April last, and is to continue until the first of October, 1859, the date of expiration of the contract for the connecting lines from New York and New Orleans to Aspinwall. Prior to the first of April last, the price of the isthmus service was regulated by the weight of the mails, the law authorizing the payment of twenty-two cents a pound; and at that rate the cost of the service for the year ended 31st March last

was \$160,321, being \$60,321 a year more than is now paid under the contract.

The original contractors on the New Orleans and Vera Cruz line having abandoned the service, I made a temporary contract with Mr. C. K. Garrison for semi-monthly trips on the line at \$1,210 93 the voyage, or \$29,062 32 a year. This is the same rate of compensation paid the old contractors, who, although their contract called for three trips a month, never performed but two. The present contract will expire on the 30th June next, the date fixed for the expiration of the original contract.

By its terms, the contract with the Pacific Mail Steamship Company for semi-monthly service from Astoria, by San Francisco, &c., to Panama, expires on the 1st October, 1858, while, under the decision of the Navy Department, the contract of the connecting lines on this side runs until 1st October, 1859. Therefore, to keep up the connexion with the Pacific line, as provided by law, and as originally contemplated, it will be necessary to extend the contract on the Pacific one year; and as the Pacific Mail Steamship Company have performed their service generally in a highly creditable and satisfactory manner, I cheerfully recommend an appropriation for such extension.

The aggregate amount of postages (sea, inland, and foreign) on mails transported during the year by the steamers of the New York and Liverpool (Collins) line was \$210,463 03, which is a heavy decrease as compared with the amount (\$461,575 94) of the previous fiscal year. It should be observed, however, that the additional allowance to this line authorized by the act of 21st July, 1852, having been terminated on the 20th of February, 1857, and six yearly trips dispensed with from and after that date, twenty round trips only, instead of twenty-six, as formerly, were performed during the year.

The postages upon mails conveyed by the New York and Bremen line were \$137,754 78, and by the New York and Havre line \$97,950 05; being a decrease of \$5,491 74 by the Bremen, owing to the fact that much of the time there have been several foreign steamers running and carrying ship letters on this line, and an increase of \$2,125 02 by the Havre line, as compared with the fiscal year ended 30th June, 1856.

The amount of letter postages upon mails exchanged during the year with Great Britain was \$874,194 75; Prussia, \$326,872 57; Bremen, \$52,082 99; France, (from 1st April to 30th June, 1857,) \$41,188 19; Hamburg, \$1,059 60; being a decrease on British mails of \$23,453 95, on Bremen mails of \$3,706 86, and an increase on Prussian closed mails of \$27,406 86, compared with the preceding year.

Of the amount of postages on mails exchanged with Great Britain, \$574,194 75 was collected in the United States, and \$300,133 30 in Great Britain; the excess of United States and British postages thus collected in the United States being \$274,061 45. In like manner, an excess of \$95,397 95 of the postages upon mails exchanged with Prussia, and of \$32,494 15 on mails exchanged with Bremen, was collected in this country.

The gross amount of United States postage, sea and inland, on mails transported during the year, was—

By the Collins line (20 round trips).....	\$189,456 61
Bremen line (12 round trips).....	124,193 81
Havre line (12 round trips).....	90,042 47
The ocean postage upon mails conveyed by the Collins line amounted to.....	\$154,445 93
By the Bremen line.....	84,231 19
Havre line	73,716 37

The following statistics will exhibit the operation of the United States and British postal treaty during the last four years :

Number of letters and newspapers conveyed in the open mail between the United States and Great Britain from July 1, 1853, to June 30, 1857, inclusive, viz :

Year—	By United States steamers.		By British steamers.	
	Letters.	Newspapers.	Letters	Newspapers.
Ending June 30, 1854 .	1,595,838	901,477	2,740,866	1,571,299
Ending June 30, 1855 .	2,026,747	1,777,130	1,815,501	1,377,470
Ending June 30, 1856 .	2,017,269	1,662,825	1,891,859	1,533,189
Ending June 30, 1857 .	1,220,733	1,178,629	2,658,343	2,143,423
	6,860,567	5,520,061	9,106,569	6,625,381

Origin of the above correspondence.

Year—	Sent from the United States.		Received from Great Britain.	
	Letters.	Newspapers.	Letters.	Newspapers.
Ending June 30, 1854 .	2,137,611	1,512,671	2,199,093	960,105
Ending June 30, 1855 .	1,937,572	1,975,288	1,904,656	1,179,312
Ending June 30, 1856 .	1,997,571	1,954,102	1,911,557	1,241,912
Ending June 30, 1857 .	1,917,934	2,041,466	1,961,142	1,280,586
	7,990,688	7,483,527	7,976,448	4,661,915

Amount of postages collected in each country.

Year—	Collected by United States.		Collected by Great Britain.	
	Paid sent.	Unpaid received.	Paid sent.	Unpaid received.
Ending June 30, 1854	\$276,459 09	\$363,326 52	\$146,594 53	\$193,268 16
Ending June 30, 1855	276,060 78	328,046 41	181,886 27	143,703 98
Ending June 30, 1856	294,634 28	306,397 12	150,942 18	145,675 12
Ending June 30, 1857	273,386 72	300,808 03	154,423 68	145,709 62
	1,120,540 87	1,298,578 08	633,846 66	628,356 88
		1,120,540 87		633,846 66
Total collections in United States	2,419,118 95		In Great Britain	1,262,203 54

Excess of British postages collected by the United States over and above total amount of United States postages collected by Great Britain.

Year—	Amount.
Ending June 30, 1854	\$175,367 11
Ending June 30, 1855	64,820 64
Ending June 30, 1856	84,530 83
Ending June 30, 1857	193,287 47
Total excess in four years	518,006 06

Number, in ounces, of letters conveyed in closed mails through the territories of the United States and Great Britain from July 1, 1853, to June 30, 1857, inclusive.

Year—	U. S. closed mails in transit through England.	British closed mails in transit through the United States.	
	U. States and Prussian closed mails.	Canada mails.	California, Havana, &c.
Ending June 30, 1854	227,556 ounces.	206,224½ ounces.	25,022½ ounces.
Ending June 30, 1855	314,461 "	244,209½ "	28,366 "
Ending June 30, 1856	314,808 "	251,680 "	26,432 "
Ending June 30, 1857	341,635 "	250,323½ "	28,798½ "
Total U. S. closed mails	1,198,360 "	952,437 "	108,619 "
		Total Br. closed mails	952,437 "
			1,061,056 "

Number of newspapers conveyed in closed mails through the territories of the United States and Great Britain from July 1, 1853, to June 30, 1857.

Year—	U. S. mails in transit through England.	British mails in transit through the United States.	
	U. S. and Prussian closed mails.	Canada mails.	California, Havana, &c.
Ending 30th June, 1854.	50,417	790,046	49,044
Ending 30th June, 1855.	49,953	996,892	35,206
Ending 30th June, 1856.	65,722	809,197	50,722
Ending 30th June, 1857.	90,486	976,244	52,075
	256,578	3,572,379	187,047
		187,047	
		3,759,426	

NOTE.—The transit charge upon newspapers is 2 cents each in either country.

The Atlantic conveyance of closed mails was performed as follows, viz :

Year—	By United States steamers.		By British steamers.	
	Letters, in ounces.	Newspapers.	Letters, in ounces.	Newspapers.
Ending 30th June, 1854.	122,932½	46,763	335,870	842,744
Ending 30th June, 1855.	269,318	299,311	317,718½	782,740
Ending 30th June, 1856.	262,511	295,136	330,409	630,505
Ending 30th June, 1857.	159,398½	97,141	461,258½	1,021,664
	814,160	738,351	1,445,255½	3,277,653

Payments made for the transit conveyance of closed mails.

Year—	By Great Britain to United States.	By the United States to Great Britain.
Ending 30th June, 1854.....	\$54,826 21	\$91,926 58
Ending 30th June, 1855.....	84,471 68	109,303 92
Ending 30th June, 1856.....	84,127 53	115,598 65
Ending 30th June, 1857.....	64,969 30	150,868 90
	288,394 72	467,698 05
		288,394 72
Balance in favor of the British office		179,303 33

Balances due the United States on adjustment of accounts with Prussia.

Fiscal year ended June 30, 1854.....	\$70,412 13
Fiscal year ended June 30, 1855.....	69,694 11
Fiscal year ended June 30, 1856.....	45,305 70
Fiscal year ended June 30, 1857.....	43,501 34
Total balance in favor of United States in 4 years.....	<u>228,913 28</u>

Balances due Great Britain on adjustment of accounts.

For fiscal year ended June 30, 1854.....	\$195,522 68
For fiscal year ended June 30, 1-55.....	71,164 65
For fiscal year ended June 30, 1856.....	108,261 37
For fiscal year ended June 30, 1857.....	264,918 89
Total balance against the United States in 4 years.....	<u>619,867 59</u>

It will be seen that the excess of British postage alone collected in the United States is very considerable, amounting the last year to \$193,287 47. This, as explained in previous reports, results disadvantageously to this department, inasmuch as its postmasters are paid commissions for collecting. Its expenses the last year on this account have been not less than \$75,000. The large increase in the excess of last year arises mainly from the circumstance that nearly two-thirds of the trans-Atlantic mails have been conveyed by the Cunard line of British mail packets, and, when thus conveyed, nearly four-fifths of the postage goes to the British government, saying nothing of the still greater proportion it receives on mails so conveyed for countries beyond England. In the final settlement, too, it will be observed that the balance is every year largely against the United States, and that for the year ending 30th June last it reached the sum of \$264,918. A part of this, however, to wit: \$43,501, has been received back in the balance paid to the United States on final adjustment by the Prussian office, thus reducing our indebtedness to \$221,417. Under the arrangement with Prussia, the balance is in favor of this department, because the United States provides for the ocean as well as British transit conveyance of the Prussian closed mails; but the general balance must continue to be largely against the United States while so great a proportion of the mails are conveyed by British packets. Whether it is more desirable to be subject to this outlay for the transmission of our mails abroad than to incur probably a still greater expense in fully providing our own means of ocean transportation, is for the wisdom of Congress to determine. If, fortunately, as before suggested, our steamship companies, aided by receipts from passengers and merchandise, shall find sufficient encouragement to establish lines of steamers and carry the mails for the postages thereon, it will be a great point gained. On this principle, were it practicable, I would be pleased not only to see the number of trips increased upon existing lines, particularly to the continent, but all the lines put in operation which have been or may be projected by

our enterprising citizens. Among these are the proposed lines from Norfolk to Milford Haven; from New Orleans to Bordeaux; from New York to Antwerp, Hamburg, or Gluckstadt; from Savannah to Para, in South America; from Panama to Valparaiso, &c. This whole subject is worthy the serious consideration of Congress; and I venture to hope that such action may be taken upon it, at an early day, as that the department may clearly understand its duty in the premises. Whether the present lines are to be continued, and the trips increased, on the expiration of the contracts, or new ones established, at a cost, in each instance, exceeding what they may earn in postages, and, if so, at what expense, in each case, I respectfully submit to Congress to decide.

A postal convention has been concluded between the United States and France, having been signed on the part of the United States by my immediate predecessor, and on the part of France by the French minister, on the 2d of March last, and has been in operation since the first of April. The rate of postage for letters of the weight of one-quarter ounce or under is fifteen cents, irrespective of the route, whether through England or direct, by which they are conveyed. France accounts to Great Britain for the British sea, and transit postage, as explained in the articles of agreement hereto annexed. This is the first postal convention between the two countries.

A postal convention has also been concluded with the Hanseatic republic of Hamburg, similar in all respects to that existing between the United States and Bremen—the rates of postage under both being the same. It was finally executed in June last, and went into effect on the first of July. The articles are annexed.

Negotiations are pending for a radical change of our postal arrangements with Great Britain; but as the proposition of the British office, in its present shape, cannot be acceded to, and as it involves, also, a preliminary agreement requiring the sanction of the treaty-making powers, definite action upon it has been necessarily postponed for the present.

CITY POSTS.

With the view to facilitate the receipt and delivery of letters in New York, Boston, and Philadelphia, the postmasters in those cities have been instructed to make improvements in their letter-carrier system to the full extent authorized by law. In New York, I found that nearly everything had been done that could be accomplished under existing laws, except the transmission of drop letters direct to their address without going into the main office, which is now done. Six stations, or sub-offices, had been established, at which, as well as at the principal office, the letters were sorted and passed into the hands of the carriers; and a large number of boxes for the collection of letters had been placed at convenient distances throughout the city. On all letters through the mail the carriers receive two cents each for delivery, and on drop letters one cent. I had hoped to be able to reduce the delivery fee to the uniform price of one cent; but this was found impracticable in New York and Philadelphia, inasmuch as the law

requires that the entire cost of delivery shall be defrayed out of the carriers' receipts. In Boston, where the districts are all comparatively densely populated, one cent a letter is made to pay. The postage on drop letters, including the carrier's fee, is now two cents; and upon the improved plan now adopted for their delivery direct from the main office, or the nearest station, as the case may be, it is believed that the public convenience will be fully subserved. In each of these cities there are to be from four to six deliveries a day, and the letters for mailing, &c., are to be collected and disposed of as frequently as occasion may require. I do not feel at liberty to advise the free delivery of letters by carriers; but I would recommend a modification of the present law, so as to give the Postmaster General authority to have the delivery made at one cent a letter, whether the carriers' receipts are sufficient to meet expenses or not. If the improved system is found to work satisfactorily in the three cities above mentioned, it is my purpose to extend it to all the other principal cities in the United States.

EXPRESS AGENTS.

One of the prominent subjects which have demanded my attention is that of providing more effectually for the regularity and safety of mails conveyed on railroads. Owing to the large number of separate bags on the great *through* lines, the frequent changes of cars, and the brief time allowed, in most cases, for that purpose, great care is necessary to guard against mistakes and losses. This is more especially important to the letter-mail pouches, which are exchanged between the principal cities and towns having railroad connexions in all sections of the country, however remote. In order that they may receive due attention at all points, agents of this department are required, and also a regular system of accountability for the performance of their duties. The beginning of such a system was made by my immediate predecessor, and my aim has been to extend and improve it as much as possible. Its main features are, briefly, as follows: In the post offices at the ends of each separate route, as apportioned to mail agents, (say Washington and Philadelphia,) and at the prominent intermediate points, lists are kept, showing the pouches forwarded; which lists are receipted by the route or mail agent, who thus becomes directly responsible for a certain number of pouches for certain specified points. Upon delivering the same into post offices, to mail messengers, or to an agent on a connecting route, he takes receipts to show the fulfillment of his duties. In addition, it is required, on some routes, that full and careful accounts be kept, in book form, of all pouches, so as to show where they are received, how labelled, and how disposed of. By such means it becomes practicable to trace missing pouches, and there is also kept alive a sense of responsibility on the part of agents, impelling them to greater watchfulness in performing duties which, from their laborious and monotonous nature, might otherwise insensibly become, in a measure, *mechanical*, and not occupy so much of the mind as their importance demands. Moreover, all irregularities in any way chargeable to agents can be traced to their true source, so

that suspicion in no case attaches to innocent parties. For such reasons, apart from an interest in the service generally, which is presumed to be felt by all agents of the department, the system in question has commended itself favorably to all who have been called on to give it attention. Its details are not yet perfected; but it is regarded as the *beginning* of a work which must be gradually advanced and improved, under the teaching of experience, until it shall fully accomplish that for which it is designed.

Experiments have been made on the great railroad lines between New York and Montgomery, Alabama, and Nashville, Tennessee, which have shown the advantages of the system as now existing, and given ample encouragement that it will be made more useful in the future.

On some of the principal western lines—as from Buffalo, New York, to Chicago, Illinois, and St. Louis—accounts of mail pouches are kept, but not quite so satisfactorily as on the other lines referred to, owing chiefly to the fact that the larger proportion of what are called *through mails* go by “express trains,” in charge of baggage masters, and not the agents of this department. The latter travel on other trains, for the purpose of delivering mails to numerous post offices on the way where “express trains” do not regularly stop; and it has been considered an unnecessary expense to appoint agents simply to deliver bags, when the railroad companies are paid as well for that service as for conveying them, there being express stipulations to that effect in all contracts. These views are undoubtedly correct in theory; but experience has shown that railroad companies cannot be made to appoint persons to give the mails due attention in all cases, and there is, therefore, no alternative but to multiply largely the number of agents of the department on all great routes where important mails now go without them. In addition to the western routes just alluded to, there are many others of equal grade in the same category. The principal mails between Philadelphia, Baltimore, and Washington, and the west, for instance, have been nominally cared for by baggage masters, but who, having other duties equally if not more important in their estimation, have not always duly attended to the mails. Especially is it found that they cannot be induced to account for pouches, as desired by the department. Believing that such a state of things should be remedied, I have placed agents on the express lines between Baltimore and Cincinnati, and Philadelphia and Cincinnati, and required each one to run through the whole distance between those cities. Starting, say at Baltimore, an agent will give a receipt for the several pouches according to their destination, and the same will also be entered on a “way bill.” For mails received and delivered on the route, receipts are to be exchanged and entries made on the “bill,” and the agent will go through in the shortest possible time to Cincinnati, and deliver his mails and way bill for examination at the post office. If detained from any cause, he is to go forward by the first opportunity, and in no case to allow passengers to outstrip him; and he must report to the postmasters the particulars of all delays, with their causes, for publication, immediately on reaching his final destination, so that the public shall be fully informed on the subject, and know where blame rests. In this way one individual is held responsible,

without chance of evasion, for the whole distance; whereas, under the ordinary division of duties, the mails would pass through the hands of perhaps five or six persons, rendering it always difficult and sometimes impracticable to know with certainty, in case of irregularities, who is really blameable.

Similar agencies will be established between New York and Cincinnati, and Cincinnati and St. Louis, and on other great routes, and all possible precautions adopted to insure the regularity and safety of the mails.

It is frequently charged that the mails have not uniformly equal expedition with travellers on railroads; and, insofar as this may be the fact, it is considered attributable to the want of attention to the mails on the express lines which are without agents of this department. The evil, therefore, can only be remedied by employing additional agents to accompany mails long distances without changing, and guard against all delays that can possibly be avoided, and especially to see that passengers enjoy no advantages over the mails, but that both are equally expedited under all circumstances.

It may be proper to add in this connexion that the preparation of all necessary forms and instructions for maintaining accountability on routes where this work is already commenced, and for extending it generally as proposed, will involve an amount of additional labor which cannot be performed with the present clerical force.

NEW ORLEANS AND NEW YORK ROUTE.

For a number of years the attention of Congress and of the commercial public has been directed to the necessity of adopting measures to insure greater speed and regularity in the transmission of the mails between New York and New Orleans, the recognized centres, as these cities are, of two great commercial circles, conducting by far the larger portion of the importing and exporting trade of the whole country. The interest felt in the subject has been manifested, from time to time, in the presentation to Congress of memorials from citizens, chambers of commerce, and State legislatures, praying that means might be employed to effect increased expedition and certainty in the transmission of these mails; and in the subsequent passage of resolutions, by both Houses, calling on the Postmaster General to report the causes of the failures and delays referred to by the memorialists, and to state whether any and what legislation was necessary to accomplish the object of their prayers.

The great northern and southern mails are transported by railroad from New York, *via* Philadelphia, Washington, Richmond, Petersburg, Weldon, Wilmington, Kingsville, Augusta, Millin, Macon, and Columbus, to Montgomery, thence by coach to Stockton, and thence by steamboat to Mobile and New Orleans. The service is twice daily between New York and Montgomery, and daily between Montgomery and New Orleans. The time prescribed in the contract schedules for the performance of the through trip is six days; but the instances in which this speed is actually attained constitute rather the exceptions than the rule. Of 627 mails sent from New York to New Orleans

within the year ending 31st March, 1856, only 163 were carried through in six days, the time occupied in the transportation of the remaining 464 ranging from seven to twelve days. Of 369 mails sent in the same year from New Orleans to New York, only 153 were carried through in six days, the remaining 216 ranging from seven to fourteen days. Of 651 mails sent from New York to New Orleans within the year ending 31st March, 1857, only 159 were carried through in six days, the remaining 492 ranging from seven to twenty days. Of 363 mails sent in the same year from New Orleans to New York, 161 were carried through in six days, the remaining 202 occupying from seven to sixteen days. No mail was received at New Orleans from New York on sixty-five several days within the year ending 31st March, 1856; and on ninety-six several days within the same year no mail was received at New York from New Orleans. Thirty-five similar failures occurred at New Orleans during the year ending 31st March, 1857, and ninety-seven at New York. The failures at intermediate points, going south, during the year ending 31st March, 1856, amounted to 331; going north, to 262. During the year ending 31st March, 1857, the failures going south were 284; going north, 324. The average time occupied in the performance of the through trip from New York to New Orleans, during the year ending 31st March, 1856, was seven days, four hours; from New Orleans to New York, seven days, one hour. For the year ending 31st March, 1857, the average time from New York to New Orleans was seven days, three hours; from New Orleans to New York, six days, twenty hours. The shortest time either way, in either year, was six days; the longest going south, in the year ending 31st March, 1856, was twelve days; going north, fourteen days. In the year ending 31st March, 1857, the longest time going south was twenty days; going north, sixteen days.

The inconvenience occasioned by these delays and failures is aggravated by the fact that by far the larger portion of them occur within the winter months—from October to March, inclusive—comprising the period during which the great mass of the commercial operations of the year transpire. Thus, of the 163 mails carried through in six days from New York to New Orleans in the year ending 31st of March, 1856, only forty-six were transmitted within the winter months. Of 153 carried through in six days, in the same year, from New Orleans to New York, only forty-three were transmitted within the winter months. Of 159 carried through in six days from New York to New Orleans in the year ending 31st of March, 1857, only fifty-six were transmitted during the winter season. And of 161 carried through in six days, in the same year, from New Orleans to New York, only forty-nine were transmitted during the winter months. Of sixty-five failures, in the year ending 31st of March, 1856, to receive any mail at New Orleans from New York, forty-six occurred during the winter. Of ninety-six failures, in the same year, to receive any mail at New York from New Orleans, fifty-four occurred in the winter. Of thirty-five similar failures at New Orleans in the year ending the 31st of March, 1857, thirty occurred in the winter; and of ninety-seven at New York, sixty-one occurred in the winter. Nearly four-fifths of

all the failures at intermediate points, in each year, transpired during the winter months. The average time of the through trips from New York to New Orleans for the six summer months ending with September, 1855, was six days, eighteen hours; for the six succeeding winter months, the average was seven days, fifteen hours; for both together, seven days, four hours. The average time from New Orleans to New York, for the same year, was, for the summer, six days, eleven hours; for the winter, seven days, fourteen hours; for both, seven days, one hour. The average time from New York to New Orleans for the six summer months ending with September, 1856, was six days, seventeen hours; for the six succeeding winter months, seven days, thirteen hours; for both, seven days, three hours. The average time, the same year, from New Orleans to New York, was, for the summer, six days, nine hours; for the winter, seven days, eight hours; for both, six days, twenty hours.

The causes uniformly assigned for these failures and delays are such as these: "Cars off the track," "Collision of trains," "Machinery deranged," "High winds," "Snow storms and ice," "Snow drifts," "Road injured by heavy rains," "Bridge broken," &c. They are such, too, as necessarily attach to the description of service employed. The line between New York and New Orleans is composed of sixteen different links, or routes, the service on each being performed under a separate and distinct contract, having annexed to it, as a material part, a schedule of departures and arrivals, by which the contractors are to be respectively governed. To secure the speediest practicable transmission of the mails over the whole line, the connexions between these links must necessarily be close, and each separate road must be put up to its greatest average running power. Under these circumstances, a very slight accident upon any one of the roads occasions a failure on its part to form a connexion with the succeeding link, and the consequence is a loss, in the through trip, of twelve or twenty-four hours, accordingly as the service on that part of the line is double or single daily. Periods occur every winter when the transmission of the mail is suspended for days together by reason of snow storms. During the last winter it was arrested for ten days at one point on the line, and at others for seven, eight, and nine days together.

Among the routes established by law during the first session of the thirty-fourth Congress were two described in the following words, viz: "From Cedar Key, Florida, to New Orleans, Louisiana, in steamers." "From Fernandina, Florida, to New York, New York, in steamers."

In advertising these routes, the department, believing that they were designed, in connexion with a railroad in course of construction across the peninsula of Florida, from Fernandina to Cedar Key, to constitute a new route from New York to New Orleans, with a view to the speedier and more certain transmission of the great northern and southern mails, invited bids for tri-weekly and also for daily service, and requested bidders to state the least time in which they would guaranty to perform the trip. The railroad part of the line was not embraced in the advertisement, the act of 1845 (section 19) authorizing the Postmaster General to contract for the transportation of the mails on railroads with or without advertising.

In response to the invitations of the department, the Florida Railroad Company presented the following proposals, viz:

1st. To carry the mails tri-weekly in steamers between Cedar Key and New Orleans, the trip to be performed in thirty-eight hours each way, at \$110,000 per annum.

2d. To carry the mails tri-weekly in steamers between Fernandina and New York, the trip to be performed in seventy-five hours each way, at \$165,000 per annum.

3d. To carry the mails tri-weekly or daily in steamers from New York to Fernandina, thence by railroad across the peninsula of Florida to Cedar Key, and thence in steamers to New Orleans, and back, the trip each way to be performed within five days, at \$300,000 per annum for tri-weekly, or \$500,000 per annum for daily service—to commence on the completion of the railroad between Fernandina and Cedar Key, and the contract to be renewed for four years from the expiration of the current term, (i. e., June 30, 1859.)

In a subsequent correspondence between the department and the bidders they gave assurances of their ability to perform the through trip ordinarily within four days, and stated that in fixing five as the limit they had allowed ample margin for any such detentions as were likely to result from accidents, head winds, or storms. They also submitted the following modification of their proposals, viz:

“The company will perform a daily service throughout the year for the sum of \$456,250.

“To insure a five-days mail, they will guaranty the time; or, in other words, no pay will be demanded for any trip not performed within five days between the terminal points of the route, viz: New York and New Orleans.

“The company will also stipulate that at any time during the contract, when required by the department, upon three months' notification, they will convey a mail from Cedar Key to Aspinwall, Greytown, or Huasacualco, (as preferred by the department,) and back, twice monthly, and from Cedar Key to Key West and Havana and back twice monthly, the compensation for both services to be \$100,000 per annum.

“The time between Cedar Key and Aspinwall guaranteed not to exceed one hundred and twenty hours, and between Cedar Key and Havana not to exceed thirty-five hours.

“If Greytown or Huasacualco be selected, the time to be proportionately reduced.

“The service to Havana and the Pacific crossing to start from Tampa, instead of Cedar Key, when the road to that point is completed.”

The transportation of the great northern and southern mails by the proposed new route would obviously be free from many of the causes of interruption and delay to which the land route is subject. The whole line would be under contract to a single party, with a schedule fixing the period within which the entire trip should be performed; whereas, by the present arrangement, sixteen different parties are employed in the service, with separate schedules, each of which must be exactly complied with to insure the performance of the through trip in con-

tract time. The running time proposed, also, is one day less than the least in which it has proved practicable to transport the mails by land, and more than two days less than the actual average. The liability of mails to depredation and to misdirection by frequent overhauling and distribution would be obviated, in the proposed arrangement, by enclosing the matter in crates or boxes in New York or New Orleans and transporting it unopened to its destination; and thus, also, the abrasion of packages, with the consequent liability to loss of directions, &c., would be prevented—a consideration of no small value, in view of the generally bad condition of the document mail on its arrival in the southwestern States, and the too frequent failure of such matter to reach its proper destination.

The establishment of the proposed service, while it would not interfere with the carriage of the local mails on the inland route, would relieve the department from liability to embarrassments under which it has at times been placed in consequence of being dependent on a single line for the transmission of the through mails; and it would be productive, both to the department and the public, of other advantages naturally arising from the competition it would create.

The inducement it would offer to the mercantile community to insure the due transmission of their communications by duplicate letters, to be forwarded by both routes, would be a source of increased revenue to the department; and the greater speed and certainty it promises would have the effect of relieving the mail service, to some extent, from the competition of the telegraph.

By conveying the mails for California upon the proposed route as far as Cedar Key, and forwarding them thence by a separate steamer to Aspinwall, Greytown, or Huasacualco, and by substituting the branch proposed from Cedar Key to Key West and Havana for the present Charleston and Havana line, and for that part of the New Orleans and Key West line between Cedar Key and Key West—say half the route—an annual saving of \$285,000 would be effected. In such event, this saving should be deducted from the cost of the proposed daily service, to show the net additional expense to the department, which would thus be reduced to \$181,250 per annum.

Upon the question of accepting the proposals for this service, considering the uncertainty of the period at which the railroad portion of the proposed line will be completed, I have been unable, thus far, to announce to the bidders any definitive determination. But the subject is referred to here because it is deemed to be one of vast public interest, in view of the promise which the contemplated new arrangement affords of so materially facilitating the communication between the two sections and the two great commercial capitals of the country.

THE MAIL SERVICE ON THE MISSISSIPPI RIVER BELOW THE OHIO.

The river is divided into the following sections, for distribution of the *local* mails at the different towns and offices on it:

Route 7305.—New Orleans to St. Francisville, 170 miles, four times a week, by steamboats.

Route 7309.—New Orleans, *via* St. Francisville, to Vicksburg, 397 miles, three times a week, by steamboats.

Note.—This arrangement makes the service daily between New Orleans and St. Francisville, and three times a week between St. Francisville and Vicksburg.

Route 7499.—Vicksburg to Napoleon, 230 miles, twice a week, by steamboats.

Route 7512.—Napoleon to Memphis, 203 miles, twice a week, by steamboats.

Besides these four subdivisions for local purposes, there is the *great through mail*, No. 7809, from New Orleans to Cairo, which, like all the others, will expire the 30th June next.

The department recommends that, on the expiration of the present contracts, another subdivision be added, from Memphis to Cairo, so that the plan for supplying the local mails to the various towns and settlements between the Ohio and New Orleans may be adequate and uniform.

As to the *great through mail* from Cairo and New Orleans, the hope is indulged that there will be no necessity for continuing it on the river, as at present. When first ordered by Congress, there was great and obvious propriety in it; but the progress since made in constructing several railways nearly parallel with it has put a new aspect on the question. By the 30th June next, it is believed that the railroad from New Orleans to Jackson, Canton, &c., will be so far completed that, with one or two short stage lines between the unfinished portions, the mails may be conveyed over it in nearly half the present time, and with much more certainty and regularity. This may confidently be anticipated with respect to so much of said road as is south of the Tennessee line. Thence it is already completed to Jackson in the latter State, and, from the progress making and expected, it is probable that the *great through mails* may, at no distant day, be conveyed on the entire line to and from Cairo with infinite advantages over the present river route.

The department, however, desires the power to make river contracts for a shorter term than four years, as at present, so as to continue that mode of conveyance until sufficient progress is made with the above or any other parallel route to authorize the transfer of the entire *through mail service* from the river.

The personal acquaintance of the Postmaster General with that river, and the investigation of the fines heretofore imposed on the contractors for the present service, fully convince him that no regular and expeditious transportation of the mails need ever to be looked for on so long a route, at any reasonable compensation. If the contractors shall be required, by express provision, to take on themselves all the risks and losses growing out of the ice in winter, the low waters of summer and fall, and of the fogs that prevail at nearly every season of the year, they will covenant to perform the service, but only at enormous rates. In making out bids, they would estimate liberally for all the trips that may be lost, all the failures to arrive in schedule time, and all the failures to connect with other routes, whether arising from ice,

low water and fogs, the breaking of machinery, or other casualties, of whatever nature. Thus enormous prices would be paid, and, after all, on account of the physical impossibility in some cases and unavoidable accidents in others, the regular and punctual service required would not be obtained. The express service, on horseback, established by a former able head of this department, (Mr. Kendall,) furnishes an apt illustration of this subject. He expressly advertised that no excuses would be received, and the consequence was, that when a failure took place the fine or forfeiture was deducted unconditionally; but to this the contractor could well afford to submit, having amply allowed for it in his bid, and obtained a contract accordingly at a high price.

In the existing contract, however, for transporting mails between New Orleans and Cairo, there was no express provision that the contractors should take on themselves *all the risk* of failures by physical causes or unavoidable accidents, such as ice, unprecedented low waters, fogs, damage to machinery, &c.; and hence due allowance was to be made for them, as in the case of all other contracts, construed and enforced as they have been in the long and uniform practice of the department.

Congress, on the last night of the last session, enacted, with reference to this case, "That the Postmaster General be, and he is hereby, authorized to re-examine and adjust all questions arising out of fines imposed upon the contractors for carrying the mails on the Mississippi river."—(Act of 3d March, 1857.)

Under this law several applications were made for the remission of fines and forfeitures under *late* contracts for services on the Mississippi river; but, as the act seemed to the department to have been only intended to embrace *existing* contracts now in course of being carried out, such applications were not considered, under a rule, well settled, not to review or reverse the decisions of a former head of the department, unless something existed on the record showing that he himself intended to have re-examined the case.

The act of Congress above quoted, referring to the present case, took it out of this rule, and the decision of the department is shown by the separate statement marked A in the appendix. The amount remitted may appear large; but, according to law and the testimony taken in the case, and the practice in similar cases, the department seemed not to be warranted in making it less.

The irregularity of the service, as fully ascertained by this investigation, would have induced the annulment of the contract; but, having only some eight or ten months yet to run, no one was found willing to take it, except at a rate double the present compensation, and even then it was required that a new contract should be made for *four* years, and not merely for the few months remaining of the regular term. Such a contract not being allowable by law, it was found inadvisable to annul the existing one; and, in order to secure its most efficient execution through the remainder of the term, the agents of the department at New Orleans and Cairo were instructed to engage any boat on hand and despatch the mails in every case of failure on the part of the contractors to do so at the time required—the cost of such temporary service (not exceeding \$450 the half trip) being chargeable

to them. The postmaster at Memphis, where commercial connexions have now become vastly important, was also instructed that whenever the mail boat from Cairo failed to arrive there in reasonable time he should transmit mails for New Orleans by any other boat, at the expense of the contractors. Under these arrangements, now being energetically executed, the hope is indulged that the service for the few months remaining may be satisfactorily rendered.

All the difficulties in relation to this route have been inherited from former years; and the department looks forward to the day, believed not to be distant, when the great through mails from Chicago, St. Louis, Memphis, and other important cities of the west, can be transmitted to New Orleans in less than half the time now required, and with the regularity of a well-constructed and well-managed railroad.

FINES.

A detailed statement will be presented to Congress showing the fines and deductions which were imposed upon the contractors for imperfect mail service during the fiscal year. These fines and deductions will be found to amount in the aggregate to \$188,746 84. In this amount of \$188,746 84 is included the sum of \$74,598 46, being that portion of the deductions made from the contractors' pay on the New Orleans and Cairo route during the third and fourth quarters of 1856, which has since been remitted to them, in pursuance of the 7th section of the act of Congress passed on the 3d March, 1857.

SETTLEMENT OF THE CLAIM OF GEORGE CHORPENNING, JR.

By an act of Congress of March 3, 1851, the Postmaster General was "required to adjust and settle the claim of George Chorpenning, jr., as surviving partner of Woodward & Chorpenning, and in his own right, for carrying the mails by San Pedro, and for supplying the post office in Carson's Valley, and also for carrying part of the Independence mail by California; allowing a pro rata increase of compensation for the distance by San Pedro, for the service to Carson's Valley, and for such part of the eastern mail as was carried by California during all the time when said services were performed;" and to adjust and settle the claim of said Chorpenning "for damages on account of the annulment or suspension of Woodward & Chorpenning's contract for carrying the United States mail from Sacramento, in California, to Salt Lake, in Utah Territory, as shown in the affidavits and proofs on file in the House of Representatives;" also, to allow and pay to said Chorpenning his full contract pay during the suspension of their contract, from 15th March to 1st July, 1853, and thereafter to pay him at the rate of thirty thousand dollars per annum, which sum was to be in lieu of the contract pay under both the contract with Woodward & Chorpenning, which expired June 30, 1854, and under his (Chorpenning's) present contract, which runs four years from July 1, 1854. The contract pay under the first was \$14,000 for monthly service between Sacramento city and Salt Lake, by Carson's Valley; and under the present, \$12,500 a year, for the same number

of trips from San Diego or San Pedro to Salt Lake by San Bernardino. In obedience to this law, and on the proofs and affidavits on file in the House of Representatives, to which I was, by the terms of the law, restricted, I have allowed—

1. For damages on account of the annulment or suspension of the old contract.....	\$30,000 00
2. For five months' service to Carson's Valley.....	1,153 33
3. For increased distance from Sacramento, in carrying the regular California and Salt Lake mail, by San Pedro, ten months.....	\$6,410 00
and Independence mails eight of same months.....	15,384 62
	<hr/>
	21,794 62
4. For carrying Independence mails eight months between San Pedro and Salt Lake, (all the above being under old contract).....	28,000 00
5. For carrying Independence mails under present contract, from July 1, 1854, to October 1, 1856.....	28,125 00
	<hr/>
In the aggregate.....	109,072 95
	<hr/>

In making the pro rata allowances, the act of Congress not being specific on this point, I have taken as the basis of the calculations the original pay under each contract, instead of the higher sum of \$30,000, to which, as above observed, the compensation has been raised. But, even upon this lower basis, the sum allowed, it will be perceived, is very considerable, independently of the further increased compensation of sixteen thousand dollars under the old, and seventeen thousand five hundred dollars per annum under the new contract.

The settlement of this claim has not been made without considerable embarrassment. The act of Congress was peremptory to adjust and settle, not according to the proofs that might be taken before the final action, but "as shown by the proofs and affidavits on file in the House of Representatives." These were to be the sole guides in the settlement, and neither the records of the department nor any contradictory or explanatory testimony could be taken by the government to assist in attaining what might be considered exact justice in the case. The act directed that the claimant should be paid pro rata for carrying his own mail, under his contract, from Sacramento, around by San Francisco and the coast, to San Pedro, instead of east by Carson's Valley to Salt Lake, and that he should be paid also for carrying the Independence mail that way, when the records and correspondence of the department show that the change in the route was permitted at the claimant's own instance and request, and not forced upon him by an order or wish even of the department. The pro rata allowance for this change alone, it will be observed, is \$21,794 62. The act further directed that he should be paid pro rata for carrying the eastern mail for Salt Lake, sent round by the isthmus to California; whereas, by the contract itself, and the usage of the department in all such cases,

he was bound, as a contractor, to carry the mails of the United States, from whatever quarter they might be sent to his line. The principal difficulty in the case, however, was in deciding on the true intent and meaning of the act in requiring him to be paid *pro rata*. *Pro rata*, or in proportion, to what? The first contract was to carry the mail at \$14,000, and the second at \$12,500 per annum. Congress, however, in the very act which granted him this *pro rata* relief, raised these prices up to \$30,000 per annum. Now, in making the estimate required by Congress, should the basis of calculation be a *pro rata* on the \$14,000 and the \$12,500 contracts, or on the \$30,000? The department could find nothing in the act throwing light on this subject, and therefore made the calculation on the contract or lowest basis, instead of the \$30,000 basis. In doing so, the department has gone on the principle that, in every case of doubt in a matter of this kind, the government was entitled to the benefit of that doubt, until Congress, by some new enactment, should remove it.

OVERLAND MAIL SERVICE TO CALIFORNIA.

In order to carry into effect the act of Congress approved the third of March, 1857, relative to the overland mail to California, the department issued the following notice, and caused the same to be regularly advertised according to law:

"POST OFFICE DEPARTMENT,
"April 20, 1857.

"An act of Congress, approved 3d March, 1857, making appropriations for the service of the Post Office Department for the fiscal year ending 30th June, 1858, provides:

"SEC. 10. That the Postmaster General be, and he is hereby, authorized to contract for the conveyance of the entire letter mail from such point on the Mississippi river as the contractors may select to San Francisco, in the State of California, for six years, at a cost not exceeding three hundred thousand dollars per annum for semi-monthly, four hundred and fifty thousand dollars for weekly, or six hundred thousand dollars for semi-weekly service, to be performed semi-monthly, weekly, or semi-weekly, at the option of the Postmaster General.

"SEC. 11. That the contract shall require the service to be performed with good four-horse coaches or spring wagons, suitable for the conveyance of passengers as well as the safety and security of the mails.

"SEC. 12. That the contractor shall have the right of pre-emption to three hundred and twenty acres of any land not then disposed of or reserved, at each point necessary for a station, not to be nearer than ten miles from each other; and provided that no mineral land shall be thus pre-empted.

"SEC. 13. That the said service shall be performed within twenty-five days for each trip; and that, before entering into such contract, the Postmaster General shall be satisfied of the ability and disposition of the parties *bona fide* and in good faith to perform the said contract, and shall require good and sufficient security for the perform-

ance of the same—the service to commence within twelve months after the signing the contract.’

“Proposals will accordingly be received at the Contract Office of the Post Office Department until 3 p. m. of the 1st day of June, 1857, for conveying mails under the provisions of the above act.

“Besides the starting point on the Mississippi river, bidders will name intermediate points proposed to be embraced in the route, and otherwise designate its course as nearly as practicable.

“Separate proposals are invited for *semi-monthly*, *weekly*, and *semi-weekly* trips each way.

“The decision upon the proposals offered will be made after the Postmaster General shall be satisfied of the ability and disposition of the parties in good faith to perform the contract.

“A guarantee is to be executed, with good and sufficient sureties, that the contract shall be executed with like good security, whenever the contractor or contractors shall be required to do so by the Postmaster General, and the service must commence within twelve months after the date of such contract.”

In pursuance of the said advertisement, the Postmaster General and his three assistants assembled in the Contract Office and opened the respective bids, making the following abstract of them, and causing said abstract to be copied into a separate book, and also in the route book for California.

ABSTRACT OF THE BIDS.

John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Hamilton Spencer, and Alexander Holland: From St. Louis, by Springfield, and from Memphis, by Little Rock, connecting at a common point at or eastward of Albuquerque; thence west, to and along the military road to Colorado river; thence up the valley of the Mohahoc river, to and through the Tejon passes of the Sierra Nevada; and thence along the best route to San Francisco; *weekly*, \$450,000; *semi-weekly*, \$600,000.

John Butterfield and others: From Memphis, by Little Rock, Albuquerque, mouth of Mohahoc, on the Colorado river, and one of the Tejon passes of the Sierra Nevada, to San Francisco; *semi-monthly*, \$300,000; *weekly*, \$450,000; *semi-weekly*, \$595,000.

John Butterfield and others: From St. Louis, by Springfield, to Albuquerque; thence, as above, to San Francisco; *semi-monthly*, \$300,000; *weekly*, \$450,000; *semi-weekly*, \$585,000.

James E. Birch: From Memphis, by Little Rock, Washington, Fulton, Clarksville, Gainesville, Fort Chadbourne, head spring of Conche river, to Pecos river, nearly due west; thence, along Pecos river, Delaware creek, through the Guadalupe and Hueco mountains, to the Rio Grande river; thence, over the emigrant road, to Fort Yuma; thence, by San Gorgona pass, San Bernardino, Tejon, Tulare, or Salinas valleys, to San Francisco; *semi-weekly*, \$600,000.

James Glover: From Memphis, by Helena, Little Rock, across Texas, to El Paso, Fort Yuma, San Bernardino, Los Angeles; thence, between the coast range and Sierra Nevada mountains, to San

Francisco ; or, from Vicksburg, by Shreveport, to El Paso, &c., &c., (as above;) *semi-monthly*, \$300,000; *weekly*, \$450,000; *semi-weekly*, \$600,000.

S. Howell and A. E. Pace: From Gaines' Landing, on the Mississippi, to San Francisco ; term of four years ; commence at Vicksburg, if preferred ; *weekly*, \$1,000,000 for the first year, \$800,000 for the second year, \$700,000 for the third year, \$600,000 for the fourth year.

David D. Mitchell, Samuel B. Churchill, Robert Campbell, William Gilpin, and others: From St. Louis to San Francisco ; *semi-weekly*, \$600,000.

James Johnston, jr., and Joseph Clark: From St. Louis, by Fort Independence, Fort Laramie, Salt Lake City, or any other point named by the department, to San Francisco ; *semi-monthly*, \$260,000; *weekly*, \$390,000; *semi-weekly*, \$520,000.

Irregular (after time) bid. *William Hollinshead*, president Minnesota, Nebraska, and Pacific Mail Transportation Company: From St. Paul, by Fort Ridgely, South Pass, Soda Springs, Humboldt river, Honey Lake valley, Noble's pass, Shasta City, to San Francisco ; *semi-weekly*, \$550,000.

On the second day of July, 1857, the department, after full and mature consideration, made the following order in relation to the route selected and the bid accepted :

"12,578. From St. Louis, Missouri, and from Memphis, Tennessee, converging at Little Rock, Arkansas ; thence, *via* Preston, Texas, or as nearly so as may be found advisable, to the best point of crossing the Rio Grande, above El Paso, and not far from Fort Fillmore ; thence, along the new road being opened and constructed under the direction of the Secretary of the Interior, to Fort Yuma, California ; thence, through the best passes, and along the best valleys for safe and expeditious staging, to San Francisco.

"The foregoing route is selected for the overland mail service to California, as combining, in my judgment, more advantages and fewer disadvantages than any other.

"No bid having been made for this particular route, and all the bidders (whose bids were considered regular under the advertisement and the act of Congress) having consented that their bids may be held and considered as extending and applying to said route :

"Therefore, looking at the respective bidders, both as to the amount proposed and the ability, qualifications, and experience of the bidders to carry out a great mail service like this, I hereby order that the proposal of John Butterfield, of Utica, New York, William B. Dinsmore, of New York city, William G. Fargo, of Buffalo, New York, James V. P. Gardner, of Utica, New York, Marcus L. Kinyon, of Rome, New York, Alexander Holland, of New York city, and Hamilton Spencer, of Bloomington, Illinois, at the sum of \$595,000 (five hundred and ninety-five thousand dollars) per annum for semi-weekly service, be accepted. The contractors, however, to have the privilege of selecting lands, under the act of Congress, on only one of the roads, or branches, between Little Rock and the Mississippi river—

the one selected by them to be made known and inserted in the contract at the time of its execution."

Subsequently, on re-examining the proposal, the above acceptance was modified so as to fix the pay at \$600,000 per annum, that being the true amount of the bid.

Under strong representations that a better junction of the two branches of said road could be made at Preston than at Little Rock, on the eleventh day of September, 1857, the following order was made :

"That whenever the contractors and their sureties shall file in the Post Office Department a request, in writing, that they desire to make the junction of the two branches of said road at Preston, instead of Little Rock, the department will permit the same to be done by some route not further west than to Springfield, Missouri, thence by Fayetteville, Van Buren, and Fort Smith, in the State of Arkansas, to the said junction, at or near the town of Preston, in Texas ; but said new line will be adopted on the express condition that the said contractors shall not claim or demand from the department, or from Congress, any increased compensation for or on account of such change in the route from St. Louis, or of the point of junction of the two routes from Little Rock to Preston ; and on the further express condition that whilst the *amount* of lands to which the contractors may be entitled under the act of Congress may be estimated on either of said branches from Preston to St. Louis or Memphis, at their option, yet the said contractors shall take one-half of that amount on each of said branches, so that neither shall have an advantage in the way of stations and settlement over the other ; and in case said contractors, in selecting and locating their lands, shall disregard this condition, or give undue advantage to one of said branches over the other, the department reserves the power of discontinuing said new route from St. Louis to Preston, and to hold said contractors and their sureties to the original route and terms expressed and set forth in the body of this contract."

In pursuance of the above orders and proceedings, on the 16th day of September, 1857, the following contract was entered into between the department and the contractors whose bid had been accepted :

No. 12,578.—\$600,000 per annum.

This article of contract, made the sixteenth day of September, in the year one thousand eight hundred and fifty-seven, between the United States (acting in this behalf by their Postmaster General) and John Butterfield, of Utica, New York, William B. Dinsmore, of New York city, William G. Fargo, of Buffalo, New York, James V. P. Gardner, of Utica, New York, Marcus L. Kinyon, of Rome, New York, Alexander Holland, of New York city, and Hamilton Spencer, of Bloomington, Illinois, and Danford N. Barney, of the city of New York, Johnston Livingston, of Livingston, New York, David Moulton, of Floyd, New York, and Elijah P. Williams, of Buffalo, New York, witnesseth :

That whereas John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Alex-

ander Holland, and Hamilton Spencer, have been accepted, according to law, as contractors for transporting the entire letter mail, agreeably to the provisions of the 11th, 12th, and 13th sections of an act of Congress approved March 3, 1857, (making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1858,) from the Mississippi river to San Francisco, California, as follows, viz: from St. Louis, Missouri, and from Memphis, Tennessee, converging at Little Rock, Arkansas; thence, *via* Preston, Texas, or as near so as may be found advisable, to the best point of crossing the Rio Grande above El Paso, and not far from Fort Fillmore; thence, along the new road being opened and constructed under the direction of the Secretary of the Interior, to or near Fort Yuma, California; thence, through the best passes and along the best valleys for safe and expeditious staging, to San Francisco, California, and back, twice a week, in good four-horse post coaches or spring wagons suitable for the conveyance of passengers as well as the safety and security of the mails, at six hundred thousand dollars a year, for and during the term of six years, commencing the sixteenth day of September, in the year one thousand eight hundred and fifty-eight, and ending with the fifteenth day of September, in the year one thousand eight hundred and sixty-four: Now, therefore, the said John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer, contractors, and Danford N. Barney, Johnston Livingston, David Moulton, and Elijah P. Williams; their sureties, do jointly and severally undertake, covenant, and agree with the United States, and do bind themselves: 1st. To carry said letter mail within the time fixed by the law above referred to—that is, within twenty-five days for each trip, and according to the annexed schedule of departures and arrivals; 2d. To carry said letter mail in a safe and secure manner, free from wet or other injury, in a boot, under the driver's seat, or other secure place, and in preference to passengers, and to their entire exclusion, if its weight and bulk require it; 3d. To take the said letter mail and every part of it from, and deliver it and every part of it at, each post office on the route, or that may hereafter be established on the route, and into the post office at each end of the route, and into the post office at the place at which the carrier stops at night, if one is there kept; and if no office is there kept, to lock it up in some secure place, at the risk of the contractors.

They also undertake, covenant, and agree with the United States, and do bind themselves, jointly and severally, as aforesaid, to be answerable for the persons to whom the said contractors shall commit the care and transportation of the mail, and accountable to the United States for any damages which may be sustained by the United States through their unfaithfulness or want of care; and that the said contractors will discharge any carrier of said mail when required to do so by the Postmaster General; also, that they will not transmit, by themselves or their agent, or be concerned in transmitting, commercial intelligence more rapidly than by mail, other than by telegraph, and that they will not carry out of the mail letters or

newspapers which should go by post; and further, the said contractors will convey, without additional charge, the special agents of the department, on the exhibition of their credentials.

They further undertake, covenant, and agree with the United States, that the said contractors will collect quarterly, if required by the Postmaster General, of postmasters on said route, the balances due from them to the General Post Office, and faithfully render an account thereof to the Postmaster General in the settlement of quarterly accounts, and will pay over to the General Post Office all balances remaining in their hands.

For which services, when performed, the said John Butterfield, William B. Dinsmore, William G. Fargo, James V. P. Gardner, Marcus L. Kinyon, Alexander Holland, and Hamilton Spencer, contractors, are to be paid by the United States the sum of six hundred thousand dollars a year, to wit, quarterly, in the months of May, August, November, and February, through the postmasters on the route, or otherwise, at the option of the Postmaster General of the United States; said pay to be subject, however, to be reduced or discontinued by the Postmaster General, as hereinafter stipulated, or to be suspended in case of delinquency.

It is hereby also stipulated and agreed by the said contractors and their sureties, that in all cases there is to be a forfeiture of the pay of a trip when the trip is not run; and of not more than three times the pay of the trip when the trip is not run and no sufficient excuse for the failure is furnished; and a forfeiture of a due proportion of it when a grade of service is rendered inferior to the mode of conveyance above stipulated; and that these forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failure and the importance of the mail; also, that fines may be imposed upon the contractors, unless the delinquency be satisfactorily explained to the Postmaster General in due time, for failing to take from or deliver at a post office the said letter mail or any part of it; for suffering it to be wet, injured, lost, or destroyed; for carrying it in a place or manner that exposes it to depredation, loss, or injury, by being wet or otherwise; for refusing, after demand, to convey a letter mail by any coach or wagon which the contractors regularly run or are concerned in running on the route beyond the number of trips above specified; or for not arriving at the time set in the schedule. And for setting up or running an express to transmit letters or commercial intelligence in advance of the mail, or for transmitting knowingly, or after being informed, any one engaged in transporting letters or mail matter in violation of the laws of the United States, a penalty may be exacted of the contractors equal to a quarter's pay; but in all other cases no fine shall exceed three times the price of the trip. And whenever it is satisfactorily shown that the contractors, their carrier or agent, have left or put aside the said letter mail, or any portion of it, for the accommodation of passengers, they shall forfeit not exceeding a quarter's pay.

And it is hereby further stipulated and agreed by the said contractors and their sureties, that the Postmaster General may annul the contract for repeated failures; for violating the post office laws; for

disobeying the instructions of the department; for refusing to discharge a carrier when required by the department; for assigning the contract, or any part of it, without the consent of the Postmaster General; for setting up or running an express as aforesaid; or for transporting persons conveying mail matter out of the mail as aforesaid; or whenever either of the contractors shall become a postmaster, assistant postmaster, or member of Congress; and this contract shall in all its parts be subject to the terms and requirements of an act of Congress passed on the twenty-first day of April, in the year of our Lord one thousand eight hundred and eight, entitled "An act concerning public contracts."

And the Postmaster General may also annul the contract whenever he shall discover that the same, or any part of it, is offered for sale in the market for the purpose of speculation.

It is hereby further stipulated and agreed, that if obstacles, such as the want of water or feed, or physical obstructions, should be found between the points herein designated, so that time cannot be made, and a better line can be found between those points, the Postmaster General may vary the route to such better line.

And it is also further understood and agreed, that the contractors shall have all the rights of pre-emption, whatever they may be, secured by the 12th section of the act of Congress aforesaid, approved March 3, 1857, on either of the lines from the Mississippi river to the point of their junction with the main stem, but not on both—the election to be made by them at any time within twelve months after the date of the execution of this contract.

In witness whereof, the said Postmaster General has caused the seal of the Post Office Department to be hereto affixed, and has attested the same by his signature, and the said contractors and their sureties have hereunto set their hands and seals the day and year set opposite their names respectively.

AARON V. BROWN, [L. s.]
Postmaster General.

JOHN BUTTERFIELD,	[L. s.]	Sept. 16.
W. B. DINSMORE,	[L. s.]	"
WM. G. FARGO,	[L. s.]	"
J. V. P. GARDNER,	[L. s.]	"
M. L. KINYON,	[L. s.]	"
ALEX. HOLLAND,	[L. s.]	"
H. SPENCER,	[L. s.]	"
D. N. BARNEY,	[L. s.]	"
JOHNSTON LIVINGSTON,	[L. s.]	"
DAVID MOULTON,	[L. s.]	"
ELIJAH P. WILLIAMS.	[L. s.]	"

Signed, sealed, and delivered by the Postmaster General in the presence of—

WM. H. DUNDAS.

And by the other parties hereto in the presence of—

REVERDY JOHNSON.

ISAAC V. FOWLER.

I hereby certify that I am well acquainted with Danford N. Barney,

Johnston Livingston, David Moulton, and Elijah P. Williams, and the condition of their property, and that, after full investigation and inquiry, I am well satisfied that they are good and sufficient sureties for the amount in the foregoing contract.

ISAAC V. FOWLER,

Postmaster at New York, N. Y.

[Endorsement.]

Ordered: That whenever the contractors and their securities shall file in the Post Office Department a request in writing that they desire to make the junction of the two branches of said road at Preston, instead of Little Rock, the department will permit the same to be done by some route not further west than to Springfield, in Missouri, thence by Fayetteville, Van Buren, and Fort Smith, in the State of Arkansas to the said junction at or near the town of Preston, in Texas; but said new line will be adopted on the express condition that the said contractors shall not claim or demand from the department or from Congress any increased compensation for or on account of such change in the route from St. Louis, or of the point of junction of the two routes from Little Rock to Preston; and on the further express condition, that whilst the *amount* of lands to which the contractors may be entitled under the act of Congress may be estimated on either of said branches from Preston to St. Louis, or Memphis, at their option, yet the said contractors shall take one-half of that amount on each of said branches, so that neither shall have an advantage in the way of stations and settlement over the other; and in case said contractors, in selecting and locating their lands, shall disregard this condition, or give undue advantage to one of said branches over the other, the department reserves the power of discontinuing said new route from St. Louis to Preston, and to hold said contractors and their securities to the original route and terms expressed and set forth in the body of this contract.

AARON V. BROWN,

Postmaster General.

SEPTEMBER 11, 1857.

Having furnished the above detail of facts, the department does not consider it improper to submit a few observations in relation to the reasons which induced a preference for the route selected.

The law of Congress not being mandatory, the department did not feel at liberty, in the exercise of a sound discretion, to select any route over which it was considered physically impossible to obtain the service within the time and by the mode of conveyance specified in the act. The trip was to be made within twenty-five days, in four-horse coaches, suitable for the conveyance of passengers as well as the safety and security of the mails. Applying these requirements to the extreme northern route proposed, from St. Louis by Fort Independence, Fort Laramie, Salt Lake, &c., the department had the recorded experience of many years against the practicability of procuring anything like a regular and certain service on that route. The United States had had a mail carried for years on that route, and the

returns in the department showed the most conclusive facts against its selection. The mails for November, December, and January, 1850-'51, did not arrive until March, 1851. The winter months of 1851-'52 were very severe. The carrier and postmaster reported that they started in time, but had to turn back. The mails of February, March, and December, of 1853, were impeded by deep snow. Those of January and February, 1854, on account of deep snow, did not arrive until the month of April. There was no improvement in the service even down to the November mail of 1856, which left Independence on the first of November, and, on account of deep snow, was obliged to winter in the mountains. The snow caused almost an entire failure for four months of the year. These actual experiments, made from the year 1850 to the present time, without referring to the concurring testimony of explorers and travellers, put this route entirely out of the question.

The next route to be considered was the one by Albuquerque—whether the same might start from Memphis or St. Louis. Is this route sufficiently level and exempt from snow, ice, and extremely cold weather, to give the promise that the required service can be performed with regularity and certainty throughout the entire year? and if it can be so performed, can it be done with reasonable safety and comfort to the passengers who are to be transported over it? The mere transmission of the "letter mail" was certainly not the sole object of the law. It looks expressly to the comfort of travellers in the stage, and doubtless to the millions of emigrants and others who, for ages, might pass to and from our Pacific States.

By an inspection of the general profile sheets accompanying the Pacific Railroad Reports, it will be seen that the mean elevation of the plateau of the Sierra Madre and Rocky mountains is about 7,000 feet above the level of the sea near the 35th parallel, (Albuquerque route,) and near the 32d parallel (El Paso route) it is about 4,000 or 4,200 feet, (Lieut. Parke,) giving a difference of 2,800 or 3,000 feet. This difference in elevation, in a climatological point of view, is very important, as will be shown by comparison of extremes of climate on these routes.

Next, with regard to the climate of winter, particularly along these routes, we present the following facts:

Albuquerque route.—At Albuquerque, according to the meteorological report of the medical department of the United States army, the maximum and minimum temperatures, respectively, were, for the winter months of 1849 and 1850: in December, 53°, 5°; January, 49°, *minus* 12°; February, 57°, 17°. For 1850 and 1851: in December, 52°, *minus* 5°; January, 57°, 8°; February, 59°, 7°. For 1852 and 1853: in December, 65°, 21°; January, 65°, 19°; February, 66°, 13°. For 1853 and 1854: in December, 66°, 20°; January, 63°, 5°; February, 67°, 15°; and in December, 1854, 58°, 19°.

At Fort Defiance, about twenty miles north of Campbell's Pass in latitude, and from 300 to 500 feet higher, the maximum and minimum temperatures, respectively, were: for the month of December, 1851, 62°, 4°; 18 inches snow. For 1852 and 1853: in December,

50°, 2°; January, 55°, 7°; February, 56°, 6°. For 1853 and 1854: in December, 57°, 6°; January, 49°, *minus* 20°; February, 54°, 2°. For 1854 and 1855: December, 65°, 10°; January, 59°, *minus* 17°; February, 61°, 13°. For 1855 and 1856: December, 56°, *minus* 25°; January, 54°, *minus* 8°; February, 51°, *minus* 3°.

At Albuquerque, December, 1856, the maximum was 65°, minimum 5°; Rio Grande frozen over, so as to be passable from 7th to 25th January, 1857; maximum 66°, minimum 4°; on the 9th, 10th and 11th the thermometer stood, respectively, *minus* 3°, *minus* 2°, *minus* 4°. February, 1857, maximum 72°, minimum 10°.

At Fort Defiance, December, 1856, the maximum was 50°, minimum *minus* 11°. On the 2d the thermometer stood, at 9 p. m., *minus* 2°; on the 3d, at 7 a. m. and 9 p. m., *minus* 2°; on the 4th, at 7 a. m., *minus* 10°; on the 5th, at 7 a. m., *minus* 6°; on the 6th, at 7 a. m., *minus* 11°; on the 7th, at 7 a. m., *minus* 7°; on the 8th, at 7 a. m., *minus* 1°; on the 10th, at 7 a. m., *zero*; on the 13th, at 7 a. m., *minus* 9°, and at 9 p. m., *minus* 7°.

For January, maximum 54°, minimum *minus* 11°. On the 9th, 10th, and 11th, the thermometer stood, at 7 a. m., respectively, *minus* 7°, *minus* 11°, *minus* 11°; on the 10th, at 9 p. m., *minus* 4°.

For February, maximum was 60°, minimum *minus* 12°.

"On December 25, 1855, the thermometer at the hospital at Fort Defiance gave a reading of thirty-two degrees (32°) below zero, at 6½ a. m. The hospital is not by any means in the coldest portion of the garrison. Two hundred yards distant the mercury, in January, 1856, ranged from four to eight degrees below that at the hospital, and there is not the slightest doubt of the freezing of the mercury had the instrument been placed in the more exposed situation on the morning of December 25, 1855. *A number of men on detached service had their hands and feet frozen, and some badly.* The mercury was below zero four mornings in December, 1855; six mornings in January, 1856; three mornings in February, and on the mornings of the 1st and 2d of March, it was below zero.

"The table above will give a fair idea of the climate of the country. The winter of 1855 and 1856 was more severe than any one known for many years. The wintry weather commenced on the 1st of November, 1855, and has continued up to the present time, March 14, 1856. The Rio Grande, at Albuquerque, was frozen over, and with ice sufficiently strong to bear a horse and carreta. Those Indians who live habitually to the north of Fort Defiance were obliged to abandon that portion of the country and move south, with their flocks and herds, in quest of grazing, on account of the depth of snow, which, in the mountains, at whose base the fort is situated, was over two feet in depth in March, 1856."—(*Correspondence, J. Letherman, Assistant Surgeon, U. S. A.; Smithsonian Report, 1855, page 287.*)

On the 24th of December, 1853, Captain Whipple experienced snow storms and weather sufficiently cold to contract the mercury 3½ degrees below zero, near the San Francisco mountains, and still further west, in the Aztec Pass, to 2½ degrees below zero, when he experienced another severe snow storm. So much for the climate of winter on the Albuquerque route.

Let us compare this account of the climate, extracted from undoubted sources, with that along the more southern route selected.

At Fort Fillmore, on the El Paso route, the meteorological report above referred to shows the minimum temperature at this place, up to 1854, to be but 10 degrees.

At Tucson, February, 1854, Lieutenant Parke reports the minimum temperature 32 degrees, and on one occasion, on the San Pedro, to be 12 degrees at sunrise. We have searched in vain every source of information, and have yet to learn that snow ever lies upon the plains near the El Paso route, or that the thermometer ever descended below zero. The mean temperature of winter at Fort Fillmore is about 46.6 degrees. The mean temperature of winter at Fort Webster, (Copper Mines,) north of *Ojo de la Vaca*, and 6,350 feet above the sea level, is but 41.3 degrees, while at Fort Defiance, a corresponding position, with reference to the Albuquerque route, it is 28.7 degrees, and at Albuquerque it is 37 degrees. At Fort Yuma, (mouth of the Gila,) on the El Paso route, the mean temperature of winter is 56.8 degrees.

Although this superiority of climate on the El Paso route must be admitted, still it has been and may be argued that the degree of cold on the Albuquerque route is not greater than on many of the stage routes of the Atlantic States—not greater, perhaps, than between Philadelphia and Pittsburg, or between Baltimore and Wheeling. Without admitting the fact, at all events so far as the latter route is concerned, it requires but little effort to remember how uncertain during the winter season was the transportation of the mails when the roads were in their natural state, and with what extreme suffering from the cold staging used to be performed between those cities, with all the advantages of short and well-appointed stations for recruiting the energies of the benumbed and exhausted passengers.

But would Congress or the public be content with a route to California no better in point of climate than those by Harrisburg and Cumberland, when a more mild and favorable one could be easily procured? Imagine four stages to start out from St. Louis on the Albuquerque route with eight passengers in each, thirty-two in number. At the starting point the snow is eight or ten inches deep, which it often is for weeks together. They are to go *day and night*, the thermometer ten or fifteen degrees *above*, not below zero. They progress westward, ascending every mile higher and higher, the cold increasing with every mile, for an entire week. At last they reach Albuquerque, an elevation of 6,000 feet, the mercury standing four or five degrees below zero. Benumbed by the cold for more than a week, overcome by the loss of sleep, they begin another ascent to Campbell's Pass, the best on the route, about 7,000 feet in height, in the vicinity of which the thermometer is standing, by authentic and undoubted observations, from 2° to 32° below zero.

How can thirty-odd passengers, men, women, and children, some feeble in health or delicate in constitution, be otherwise than in almost a dying condition? This is no picture of the imagination; it is one of those practical views which common sense will always suggest as to the sufferings and exposures of stage travelling under

circumstances so inauspicious. But a truer picture of more intense suffering may be found in the groups of emigrants camped out amid the snows, or struggling to get on, when the mercury, as it very often happens, is down at or below zero—whether a few degrees above or below makes no difference, for a long continued stage or emigrant travel, under circumstances of so much severe exposure, would, in a few years, mark every station with the fresh graves of its victims. Most emigrants are compelled to be *en route* in some portion of the winter months. Most families cannot well start from the Atlantic to the Pacific or interior States until they have first finished and disposed of the crop of the preceding season; at all events, it must be so far matured before they start that something approaching its value can be realized from it, in order to help in defraying the expenses of removal. Nor can emigrants linger too long on the way. They must go on, however much exposed to hardships, in order to reach their new homes in time to make a crop the next season. The poor cannot lose two crops in succession without being ruined. The southern or El Paso route is eminently comfortable and desirable for winter emigration, which the Albuquerque one cannot be, whatever might be said in its favor as a route in the summer season. The department supposed Congress to be in search of a route that could be found safe, comfortable, and certain during every season of the year, as well for the transportation of the mails as for the accommodation of emigrants and the future location of a railroad to the Pacific.

In relation to the relative facility with which four-horse stage coaches can be run over the Albuquerque and the El Paso routes, it must be remembered that this service was to commence within twelve months. The distance was more than two thousand miles, over many ranges of mountains, and nearly the whole distance uninhabited. There were no roads yet opened, and even the foot of the white man had not yet trodden many portions of the way which might finally be selected. Still, the stages must be running within twelve months. To do so it was evident that some route must be selected which was *naturally a good one*—such a one that, by cutting down some trees and blazing others, as mere guide posts, digging down occasional hill-sides, and building slight and temporary bridges, the work of transportation might begin within the brief period required by the law. It was not enough that, by great labor of years and by large expenditure of money, a graded turnpike *could* be made, or a railway constructed, at the end of some half dozen years, or even a longer period, but it must be over a surface of country naturally so favorable that stage coaches, with their mails and passengers, could be running within twelve months with a rapidity scarcely equalled on the best routes of the older States. To make the trip in twenty-five days they must go day and night, averaging about eighty miles each day. Now, which of these two routes presented the greatest probability of affording such a service? Captain Marcy explored both routes as far as the Rio Grande, and, after having examined both, he gave a decided preference to the southern or El Paso route. He says, on page 228 of his report, after a favorable description of the route from the Rio Grande to the Pecos :

"Our road from here runs across the Llano Estacado for seventy-eight miles, upon a perfectly level prairie as firm and smooth as marble. It then descends from the high table land, about fifty feet, into a rolling prairie country, where the Colorado of Texas has its source. Thus far there is but little timber or water on our route, except at certain points noted upon the map; but these points can be made from day to day with loaded teams. As if, however, in compensation for the absence of other favors, nature, in her wise economy, has adorned the entire face of the country with a luxuriant verdure of different kinds of grama grass, affording the most nutritious sustenance for animals, and rendering it one of the best countries for grazing large flocks and herds that can be conceived of.

"Immediately after we descended from the high table lands, we struck upon an entirely different country from the one we had been passing over before. By a reference to the map it will be seen we kept near the plain upon the head branches of the Colorado and the Clear Fork of the Brazos. Here we found a smooth road over a gently undulating country of prairies and timber, and abounding with numerous clear spring branches for two hundred miles, and in many places covered with large groves of mezquite timber, which makes the very best of fuel. The soil cannot be surpassed for fertility. The grass remains green during the entire winter, and the climate is salubrious and healthy. Indeed, it possesses all the requisites that can be desired for making a fine agricultural country; and I venture to predict that at no very distant period it will contain a very dense population. It is only necessary for our practical farmers to see it, and have protection from the incursions of the Indians, to settle it at once.

"Soon after crossing the Rio Brazos, our road strikes out upon the high ridge lying between the waters of the Trinity and Red rivers; and it appears as if nature had formed this expressly for a road, as it runs for a hundred miles through a country which is frequently much broken up on each side with hills and deep ravines, and the only place where wagons can pass is directly upon the crest of this natural defile. It is as firm and smooth as a turnpike, with no streams of magnitude or other obstruction through the entire distance to near Preston, where we left it and crossed the Red river—from Preston to Fort Washita, and thence to our outward route upon Gaines' creek, the road passing through the Chickasaw country, which is rolling, and in many places covered with a great variety of large timber and well watered, with no mountains or high hills to pass over. Hence you will perceive that from Doña Ana to Fort Smith, a distance of 994 miles, our road passes over smooth and very uniformly level ground, crossing no mountains or deep valleys, and for five hundred miles, upon the eastern extremity, runs through the heart of a country possessing great natural advantages. I conceive this to be decidedly the best overland wagon route to California, for several reasons."

We will now call attention to the evidence of Captain John Pope, Topographical Engineer, who has been stationed a long time in New Mexico, and has seen a great portion of the plains between the 32d and 39th parallels. In chapter XI, *Pacific Railroad Reports*, vol. 2,

speaking of the general character of the country along the 32d parallel route, he says:

"In glancing at the topographical features of the immense plains which extend westward from the frontiers of Arkansas and Missouri, the first great peculiarity which strikes the attention is the remarkable interruption to their vast monotony presented by the belt of country between the 32d and 34th parallels of latitude. The great deserts, commencing about the 97th meridian, extend over a distance of six hundred miles to the eastern base of the Rocky mountains. In this whole extent they are badly watered by a few sluggish streams which intersect them, many of which disappear altogether in the dry season, and are destitute absolutely of timber, except a sparse growth of dwarf cotton along the streams. From the northern part of the United States, at the parallel of 49°, this immense region of desert country extends without interruption as far to the south as the parallel of 34°. At this parallel its continuity is suddenly and remarkably interrupted. Between the 32d and 34th parallels of latitude a broad belt of well-watered, well-timbered country, adapted in a high degree to agricultural purposes, projects for three hundred and twelve miles, like a vast peninsula, into the parched and treeless waste of the plains, and at its western limit approaches to within less than three hundred miles of the Rio Grande at El Paso."

The same distinctive preference to the El Paso route (the one selected) over the Albuquerque route is given by Commissioners Emory and Bartlett, Lieutenant Parke, and A. H. Campbell, at the head of the Pacific Wagon Road Office, Interior Department, who accompanied Captain Whipple over the Albuquerque route, and Lieutenant Parke over the El Paso, as principal engineer, in 1853, '54, and '55. The comparison of the two routes west of the Rio Grande the department considered equally favorable to the one selected. Beside the fact of its being over a country about 3,000 feet lower than the Albuquerque route, Congress had appropriated \$200,000 on this route to be expended in the construction of a wagon road between the Rio Grande and Fort Yuma, on the Colorado. So large a sum expended on a surface so favorable by nature will, doubtless, prove of an immense advantage in expediting the proposed service, both as to regularity and speed. Before this appropriation was made by Congress, Mr. Secretary Davis, who collected a larger amount of reliable information on this subject than any other person, reported to Congress that the most practicable and economical route for a railroad from the Mississippi river to the Pacific ocean was the one which the department has selected. Lieut. Mowry, writing on this subject, since the route was established, says: "For years, a mail has been regularly carried from San Antonio to El Paso without difficulty or danger, except from Indians. At present a monthly mail is carried from El Paso to Tucson, 340 miles west, by government express, for the benefit of the troops in Arizona. This express has a military escort. Fort Yuma and San Diego, California, have for five years been connected by a semi-monthly mail, (government express,) which, during my two years' service at Fort Yuma, was as regular in its arrival as the steamer from the east at San Francisco.

"The only part of the newly selected route not now opened by a mail is that from Fort Yuma to Tucson, 260 miles; and this is almost daily travelled by the people of the Territory, by emigrants, and by Mexicans. Tucson is a growing town, and will afford all the grain needed for the road to El Paso. The Pimas villages, on the Gila river, will supply grain for the route to Fort Yuma, besides any quantity to transport to any desired point, or a depot of supply.

"At Fort Yuma, last year, a large quantity of corn was allowed to rot for want of a market, and there is grazing for ten thousand animals on the river banks. A few military posts, which would be necessary on either of the other routes, will make the southern route perfectly safe; and the immense mineral wealth, in silver and copper, will at once draw to Arizona a large population. *It is the only available route at all seasons of the year.* The route through the South Pass is as much closed by snow from four to six months in the year as if barred by a gate of adamant. During the winter of 1854-'55, I was in the Salt Lake valley, and no mail from the east reached us from November to April. The mail was at that time transported on pack mules, and was in the charge of experienced men, who had spent their lives on the plains.

"If they could not get the mail through either way, how much less the chance is there for Concord coaches? The central route is no better. I refer to Colonel Frémont or Lieutenant Beale to state, upon their reputation as travellers and 'mountain men,' how much dependence can be placed upon the regular transmission of a semi-weekly mail through the Cocheetopee Pass in December, January, February, or March. The route by El Paso and Fort Yuma is open the entire year. On both the other routes artesian wells are necessary to get water at convenient distances, and this necessity upon the southern route is therefore no extraordinary argument against it. I may be allowed to remark that the impression so generally diffused in the eastern States, that Arizona Territory is a desert and a God-forsaken country, is entirely erroneous. It will be recollected that California, now celebrated as an agricultural State, was stigmatized with the same epithets, and said to produce nothing but gold. Arizona promises to convince the world that she is able to produce silver enough to supply all the demands of commerce, and to show to the emigrant in search of a quiet and fruitful homestead beautiful valleys and clear running streams, where he may cultivate his crops with a fullness of fruition only known to the virgin soil of our western possessions."

The scarcity of water has been often urged against the southern or El Paso route. There is no route between the Mississippi river and California against which the same objection may not be made. After much examination, we believe that the route selected is freer from this objection than almost any other. The statements of Lieutenant Mowry and Mr. Campbell are fully sustained by other authorities. The former, in a published statement, says:

"The country from El Paso to Tucson, three hundred and forty miles, is susceptible of early settlement, and is, moreover, one of the finest routes ever opened towards our western possessions. In no

part of it is there a distance of over thirty miles without water, and it is often found at distances of ten and fifteen, with plenty of good grazing throughout the entire distance.

"From Tucson, the principal town of the Territory of Arizona, (throughout the whole length of which the route runs,) to the Gila river, ninety miles, there is no water in the dry season, and two artesian wells will be necessary. In the wet season there is plenty of water. This distance is travelled at all seasons with mule teams and oxen, without difficulty. Down the Gila to Fort Yuma, one hundred and seventy-five miles, there is plenty of water and grass. From Fort Yuma, on the Colorado river, to Carissa creek and San Diego county, California, about one hundred miles, the route is heavy with sand, and water is found in but three places at all seasons of the year. In the wet season water is found every few miles. Twenty-four miles from Fort Yuma, or Colorado City, are Cook's wells, which, at an expense of \$1,000, can be made to furnish an ample supply. Twenty-six miles beyond are the Alamo Mucho wells, which can be enlarged, at the same cost, to any quantity desired. Thirty miles further on are the Indian wells, which will also yield an ample supply. Twenty miles further are the Sackett's wells, which are fed by a subterranean stream, and can also be made to supply any quantity of water.

"These two distances, from Tucson to the Gila and from Fort Yuma to Carissa, present the only difficulties on the route. United, the distance is but one hundred and ninety miles, and it is travelled at all seasons of the year by heavily loaded teams.

"From Carissa creek into San Diego the route is well watered and affords excellent grazing. The distance is one hundred and twenty-five miles; but the supervisors of San Diego county are now engaged in laying out a new road, which will much shorten the distance."

Mr. Campbell, who, as we have before stated, travelled over both routes, has borne the most ample testimony "that between the Rio Grande and the San Pedro river there are thirteen permanent water stations in about two hundred and twenty-four miles, giving an average of one in seventeen miles, and eighteen, including several fine rain-water stations, where water can be preserved, which will give an average of one in twelve miles."

We have submitted this letter of Lieutenant Mowry to Mr. Campbell. He confirms the statements of Lieutenant Mowry in every important particular, and further informs us "that the ninety miles *jornada* from the Tucson to the Gila is avoided entirely by following down the San Pedro and Gila rivers to the Pimas villages. The distance from the San Pedro, by either route, to the Gila, is about the same; and it is probable that, by following down the Aravaypa, a tributary of the Gila, discovered by Lieutenant Parke's party, a distance of many miles can be saved; and in the Calitro mountains, along this route, there is an abundance of pure water in living streams, fine grazing, and oak, ash, walnut, and some pine timber. Deer, antelope, bear, and grouse abound there also, and many indications of gold were observed, and gold was found near the San Pedro river."

Captain Humphreys, in his report to the Secretary of War, and Lieutenant Parke, both testify that a sufficient supply of water can be had on the route for either a railroad or stage line.

In relation to the relative distance on the two routes, an examination of the map will exhibit the fact that the distance from Boston, New York, Philadelphia, Baltimore, and Washington, to San Francisco, is about the same upon both routes.

Albuquerque route.

Distance from San Francisco to Fort Smith, on the Albuquerque route, (see Captain Whipple's report, vol. 2, p. 76)	1,952 miles.
From Fort Smith to New York, (Captain Humphreys' report, Pacific Railroad Report, vol. 1, p. 108).....	1,345 "
Total	<u>3,297</u> "

El Paso route.

From San Francisco Bay (San José) to Fulton, (Lieut. Parke's report, 1855, unpublished,)	1,972 miles.
From San Francisco Bay (San José) to San Francisco....	44 "
From Fulton to New York, (Humphreys' report, in Pacific Railroad Report, vol. 1, p. 108).....	1,335 "
Total	<u>3,351</u> "

Making a difference of only fifty-four miles in favor of the Albuquerque route, as shown by the Pacific railroad surveys—a difference too small to be a matter of grave objection. These and other estimates of distance cannot be expected to be entirely correct; but they approximate the precise distances as nearly as published surveys and explorations will allow of. The above difference of fifty-four miles, however, is reduced to four miles, if we estimate the distance from San Bernardino to San Francisco, *via* the Cajon Pass, Cañada de los Uvas, and Estero Plain,* as in the following table, thereby avoiding the detour of Lieutenant Parke's route *via* Santa Barbara and the Gaviote Pass.

From the latest authorities, for the respective routes from the Mississippi river, at St. Louis, *via* Albuquerque, and at Memphis, *via* El Paso and Fort Yuma, to San Francisco, California, I find the most direct distances over which the mail should travel as follows:

* See Birch's proposal.

Route from Memphis, via El Paso, &c.

From Memphis to Preston (a).....	375 miles.
From Preston to Waco Tanks (b).....	615 "
From Waco Tanks to Fort Fillmore (c).....	40 "
From Fort Fillmore to Pimas villages (d).....	306 "
From Pimas villages to Fort Yuma (e).....	167 "
From Fort Yuma to San Bernardino (f).....	180 "
From San Bernardino to San Francisco, via Cajon Pass, Cañada de los Uvas, and Estero Plain (g).....	420 "
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	2,103
	<hr/>

Route from St. Louis, via Springfield, Antelope Hills, or Canadian river, Albuquerque, &c., to San Francisco.

From St. Louis to head of Pajarito creek (h).....	860 miles.
From head of Pajarito creek to San Francisco (via Cañon Carnuel or San Antonio, New Mexico,) and via Tah-ee-chay-pah Pass, California.....	1,246 "
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	2,106
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From St. Louis to Campbell's Pass, via Galisteo (i)...	1,080 "
From Campbell's Pass to San Francisco, as above (j)...	1,085 "
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	2,165
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NOTE.—As an interesting comparison between these two routes, take Captain Whipple's modified distance—1,952 miles—from Fort Smith to San Francisco, and add 250 miles in a direct line from Fort Smith to Memphis, from the General Railroad Map above referred to, and we have from the same initial point—Memphis—a distance to San Francisco of 2,202 miles.

Thus the difference in the distances of the two routes between the Mississippi river and San Francisco is too inconsiderable to become material.

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- (a) See General Pacific Railroad Map, in hands of engraver.
 (b) See Captain J. Pope's report, 1854, Ho. Doc. 129, page 61.
 (c) General Pacific Railroad Map
 (d) Lieut. Parke's report, unpublished.
 (e) Major Emory's reconnaissance, 1846, and Pacific Railroad profile, 32d parallel route.
 (f) Lieut. Williamson's surveys. Ho. Doc. 129, &c. &c.
 (g) Lieut. Williamson, 1853-'54, and Lieut. Parke, '54-'55, unpublished map and report.
 (h) General Pacific Railroad Map, &c.
 (i) General Pacific Railroad Map and Captain Whipple's undistributed report.
 (j) Captain Whipple's report and General Pacific Railroad Map, &c., &c.

As a pioneer route for the first great railroad that may be constructed to the Pacific, the Postmaster General has bestowed upon it all the labor and examination which the multiplied business of his department would allow of. If all or a greater portion of the railroads from the large cities and the States east of the Mississippi had concentrated at any one point on that river, such point would have been selected for the overland route to California. But such is not the fact. They concentrate chiefly at St. Louis, Cairo, and Memphis. Cairo is mentioned in this connexion because, through the Illinois Central, nearly all the railroads constructed for St. Louis may be said also to connect with the Mississippi at Cairo. Finding, therefore, no common centre *on* the Mississippi, the next desirable object was to find some common point *west* of that river from which a main stem could be projected passing westward to California. If you started out from St. Louis west you must lose all the connexions with the Cairo and Memphis railroads; but by starting out from St. Louis, and diverging south with her railroad now making to her Iron Mountain, you will presently receive the great railroad coming out from Cairo, so richly endowed that it is sure to be made at no distant day. Still bearing southwestward, we presently receive, at Little Rock, the other branch of the road from Memphis, connecting the line with all the great railroads of Virginia, South Carolina, Georgia, Alabama, Tennessee, and Kentucky. Not far from Little Rock the Vicksburg and New Orleans and Texas railroads fall in, bringing in, from almost every portion of the great river, all the connexions which all the Atlantic States north and south can make to that great highway which we are trying to establish. Thus it is that we have found *west* of the Mississippi what we could not obtain *on it*—a common concentration of railroads to a single point from which the future railroad may commence, swollen and enlarged in its common stem by the contributions of the railways coming in from nearly every State of the Union.

This diversion of the route to a southern direction by Little Rock or Preston has, however, other advantages than any to which we have as yet adverted.

“By starting from St. Louis, the great western mart, and connecting at Little Rock or Preston with the line from Memphis, the two great sections of the country are accommodated.

“Instead of projecting this mail, and its attendant benefits, into the wilderness, from the frontier of Missouri, to buffet with north winds and snows upon the plains of Kansas in winter, and drag over monotonous, waterless, treeless wastes in summer, it was located through the centre of Missouri, of Arkansas, and throughout the western frontier of Texas. It will thus develop hitherto unknown resources in those States. It will open a vast agricultural and mineral region in Missouri; lend a helping hand to the young, growing, and unappreciated State of Arkansas; and conduct the hardy pioneer to the delightful woodlands and prairies of Texas. For nearly a thousand miles the traveller will be traversing a country abounding in beauty and in healthfulness, possessing a salubrious climate and a fruitful soil.”

Nor should it be forgotten that the southern location of the route,

especially if it shall be followed by the construction of a railroad, may serve a valuable purpose in reference to the neighboring republic of Mexico. In time of peace it will shed its blessings on both nations, whilst in time of war it will furnish a highway for troops and munitions of war, which might enable us to vindicate our rights, and preserve untarnished our national honor.

I have the honor to be, very respectfully, your obedient servant,
AARON V. BROWN.

NOTE.—Since the action of the department on this important subject, a publication has appeared in the public journals, from the pen of Mr. Bartlett, late of the Boundary Commission, so full of valuable and reliable information, that the Postmaster General respectfully begs leave to subjoin it to this report, as follows:

THE OVERLAND MAIL TO CALIFORNIA.

[From the Providence Journal of August 18.]



Communication from Mr. John R. Bartlett.

The recent decision of the Postmaster General, in adopting the southern route as the one over which the United States mail shall be carried between the valley of the Mississippi river and San Francisco, in California, having attracted much attention, I have deemed it a duty to submit a few remarks on the subject. In doing this, I do not propose to discuss the geographical question of a northern, a central, or a southern route, or the advantages or disadvantages which may accrue to any particular section of the country from the selection of a route, but simply to speak of the advantages which I believe the route adopted to possess, and of the facility with which a wagon road may be constructed over it. My conclusions are based, not upon the reports or explorations of others, but from my own observations while employed upon the survey of the Mexican boundary line.

The government has doubtless made its choice from the reports of the examinations made by the several parties which crossed the country with a view to collect such facts as would enable it to decide upon a route for a railroad to connect the Atlantic with the Pacific ocean.

It is well known that the surveys and explorations of the United States Boundary Commission, with which I was connected from the year 1850 to 1853, were near the parallel of 32 degrees, both east and west of the Rio Grande. Our journeys in Texas commenced near the 97th meridian of longitude, whence we passed to the table lands at the north, and traversed the country a distance of nearly six hundred miles between the 31st and 32d parallels. From the woodless nature of the country here, one is enabled from any hill or eminence to cast his eye over a vast surface, as though looking at a map, and notice all mountains, elevations, and depressions; the rivers and small water-courses, the water-sheds, and the timbered lands; in fact, over so open a district as here exists, an observer may obtain a most exact idea of the face of the country for fifty or a hundred miles from his point

of observation, particularly if that point is on the summit of an isolated hill, of which there are many in the district in question.

For a large portion of this journey we travelled, with seven loaded wagons, where no travellers had been before, following no track and directed by no guide. Water was found in the various tributaries of the Colorado, which river was in sight at the north, and until we reached the sources of the Concho. Here came the first desert, and here begins the vast desert region which extends to the Rio Grande. This line of desert reaches far to the north, and includes the well known Llano Estacado, which was crossed by our party at its shortest angle, about sixty-five miles across. This plain is level and hard the entire distance, and would require no labor to make a road across it available. It is without wood and water, yet in several depressions water is often found, and there is little doubt that by sinking wells it might be procured at all times. In the passes of Castle mountain, ten miles east of the Pecos, there were traces of water, where it might be found by digging. We followed the Pecos and its tributary, Delaware creek, for more than a hundred miles, the country being quite level the entire distance to the Guadalupe mountains and pass. From this the country is comparatively level to the Rio Grande. There are no mountains to cross, except the Hueco range, twenty-eight miles from El Paso, and these are attended with trifling difficulties. In water there is the greatest deficiency, there been no running streams between the Guadalupe mountains and El Paso, a distance of about one hundred and ten miles. The first water is a spring called Ojo del Cuerpo, about fifteen miles northwest of the pass, and ten miles further a pond where there is water and grass at all times; next, at the Cornudos del Alamo, and again at the Sierra Hueco, where there are springs and natural water tanks or basins. These, by being dug out and properly opened, could be made to furnish the necessary water for the stations. This district, between the Guadalupe mountains and the Rio Grande, is the longest and most difficult to cross of any east of that river, on account of the deficiency of water; yet, reckoning two springs at the Cornudos del Alamo, ten miles apart, and there are five watering-places in the one hundred and ten miles. Of this distance, eighty-two miles is over a hard rolling country, where we ran our teams without danger; the remaining twenty-eight miles, from the Hueco mountains, is sandy. At the several watering-places there is an abundance of grama grass.

The route thus far described lies a little to the south of that selected by the Postmaster General for the California mail, though the western portion of it for nearly three hundred miles (presuming that of Captain Marcy to be followed) will be the same. From this point, on the Pecos, to the 99th meridian, the character of the country is much the same. The Llano Estacado is crossed further north, after which the route is intersected by the northern tributaries of the Colorado, while the Boundary Commission crossed the southern ones. Thence he follows the Brazos and Washita rivers. The country here, from the Pecos to the Red river, except across the plain referred to, is well watered, with timber bordering most of the streams, many of which have valleys or bottoms well adapted for cultivation. This

belt of country, which is watered by the Colorado, the upper Brazos, and the Red river, projects three hundred miles or more beyond the generally acknowledged limit of population west of the Mississippi, thereby lessening the distance of desert to be crossed in order to reach the Rio Grande. For this reason, therefore, the southern route along the line traced has advantages over the central one in having a much narrower belt of woodless and waterless country to pass over, while the whole distance is about the same.

The next advantage of the southern line, and a most important one, is, that the summit level at El Paso is from 3,800 to 4,000 feet above the level of the sea, while that of the central or Albuquerque route, near the 35th parallel, is, according to the Pacific Railroad Reports, not far from 7,000 feet. The temperature at these two points corresponds with the difference in elevation. At Albuquerque the mercury sinks below zero, and the Rio Grande is sometimes frozen over so that persons may cross on the ice. At El Paso it has never been known to sink as low as zero. The Boundary Commission wintered there in 1850-'51, which was pronounced the coldest ever known there. Snow fell once or twice at night, but disappeared the day following before noon, and the mercury sank on a single occasion to 10°.

These conclusions are not new, as the same opinion was expressed in my "Personal Narrative"—a report of explorations connected with the Boundary Commission, published immediately on the return of that body from the survey of the line. In volume one of that work, page 139, in speaking of the district east of the Rio Grande, it is stated that—

"The country is well adapted for a wagon road, and equally so for a railway. From Fredericksburg, in Texas, all the way to the Rio Grande, *there is a natural road*, which, as a whole, is better than one-half the roads in the United States west of the Mississippi. Very little has been done to this road of nearly 600 miles to render it what it is; and a little labor where the streams are crossed, with a bridge across the Pecos, which could be constructed with ease and at a small expense, would make the whole of it equal to our best turnpikes."

In continuation of my remarks on the practicability of constructing a great wagon road near the parallel of 32°, I suggested the necessity of sinking wells at certain places, and further stated as my belief, from what I had heard from Mexicans who had travelled the country between the Pecos and the Rio Grande, that water could be found in other places not then known to travellers, thereby removing one of the greatest obstacles in crossing this arid region.

The district of country bordering on the Rio Grande at El Paso is the widest and richest portion of the bottom lands along that stream, and hence capable of sustaining a larger population than at any other point. The strip of bottom land known as the "Mesilla Valley," though not one-half the extent of that south of El Paso, is also valuable; and at Doña Ana, as well as a few miles to the north, the bottom lands again expand into a broad plain, admirably adapted to artificial irrigation and agriculture, and consequently to the sustaining of a larger population than is elsewhere to be found in that vicinity. Indeed, it may with truth be asserted that the richest portion of the

valley of the Rio Grande lies between the parallels of $31^{\circ} 30'$ and 33° degrees. El Paso lies in $31^{\circ} 45'$. Of the extent of the culturable valley near the parallel of 35° I am not prepared to speak with confidence.

I will now speak of the country west of the Rio Grande near the parallel of 32° degrees, near which the contemplated mail route is to run. This district was frequently crossed and recrossed by myself personally, as well as by various engineering parties of the Boundary Commission. To avail ourselves of the few watering-places then known, we followed the Rio Grande to Santa Barbara, thence westwardly to Cooke's spring. Our surveying parties, which followed the line of $32^{\circ} 22'$, found springs at several places between Doña Ana and Cooke's spring, and in their various reconnaissances discovered water in many places not marked on the maps or known to travellers. Proceeding west, the Rio Mimbres and a copious spring called Ojo de Vaca followed at intervals of ten and twelve miles.

Westward from Ojo de Vaca the vast region extending to Tucson was entirely unknown, and I am not aware was ever traversed by any party of white men previous to 1851, when it became necessary that our Commission should penetrate it. When Col. Cooke was here in 1847 with his battalion, on his march to California, his guide, Leroux, was afraid to cross it, not knowing of the existence of water there. He therefore advised the Colonel to take a southwesterly course to the Guadalupe Pass, in Sonora, thence to San Pedro river, Tucson, and the Gila. Col. Cooke took this route and opened a way, which has since been laid down on the maps as Cooke's road, while the district avoided by him is designated "as an open prairie and a good route, if water can be found." Such was simply the "*belief*" of Leroux. In entering upon this unknown district we had many fears; yet, with a train of both heavily laden wagons and pack mules, we took a course due west from Ojo de Vaca, and found in the Burro mountains, fifteen miles distant, an abundance of water and a small stream, which I think extended to the Gila. We had followed a ravine for five miles through the mountains, and supposed we should be obliged to retrace our steps; yet, after searching an hour or two, we found a passage through the mountains for our wagons without using a spade or encountering any steep ascent or descent.

Thus the whole party for the survey of the line to its western extremity, and that for the survey of the Gila, as well as one of the Rio Grande divisions, with their loaded wagons, pack mules, a herd of twenty-five oxen and one hundred and fifty sheep, traversed this unknown region, crossing mountains, ridges, open plains, and desert wastes, without losing or crippling a wagon; without suffering for the want of water, which was always found at convenient distances until the rivers San Pedro and Gila were reached. In some cases where no water was seen we dug for it, and in every instance found it near the surface. In every mountain range defiles easy of access, with gradual ascents and descents, were everywhere found by diverging a little to the right or left. Grass, too, for our large train of mules, horses, cattle, and sheep, was always found in abundance. When encamping on the woodless plains there was a deficiency in fire-wood, but when

near the mountains or streams there was plenty. Sometimes we were put to a little inconvenience to find wood, water, and grass at once; but I saw enough to satisfy me that a party exploring for the purpose, and not confined to a particular line, could find all these necessities in abundance and at convenient distances from the Rio Grande to the valley of the Santa Cruz.

The valley of the Santa Cruz is the richest, and, though quite limited in breadth, contains more land suitable for agricultural purposes than any between the Rio Grande and the Pacific within the belt between the 31st parallel and the Gila. Here, too, near Santa Cruz, Tubac, Tumacacovi and Tucson, are forests of mesquit, and the only considerable tracts of woodland (the mountains excepted) in this large district. In this valley are some of the oldest missionary establishments in America, Marco de Niza and Coronado having traversed this valley and made known its advantages before the year 1550. Such is the superior excellence of this valley, as compared with the other portions of the so-called "Gadsden Purchase," lying west of the Rio Grande valley, that it should be made available for as many stations as possible on the contemplated mail route. It contains the chief population of the district; is traversed by an excellent road; it opens the most direct and best route to Sonora, and is bounded on the east by the Santa Rita and other mountains known to abound in iron as well as the precious metals. The valley of San Pedro is admirably adapted for grazing, but not for agricultural purposes.

That my ideas with regard to this route are not now stated for the first time, but were made known to the government six years ago, I will quote from my despatch from Santa Cruz to the Hon. Alexander H. H. Stuart, Secretary of the Interior, dated September 27, 1851:

"Being the first party of which we have knowledge which has crossed the unknown region lying east of the San Pedro and south of the Gila, * * * I am now enabled to state, with great satisfaction, that the direct route travelled by the commission, nearly west from Ojo de Vaca, is a route far more practicable for a road or railway than Cooke's route; that the distance from water to water is less; that the hills and mountains to be crossed are infinitely less in height and easier to pass; and, lastly, that there is a saving in the distance, between this and Cooke's, of more than 100 miles."

A more extended view was given by me of the adaptation of this route for a wagon road or railway in a communication to the president of the Atlantic and Pacific Railway Company, in reply to a note from him asking my opinion on the subject. My letter was dated December 21, 1853, and appeared in several New York and other papers. I make a few extracts:

"Until recently, the maps of the interior portions of our continent have exhibited a great chain, known as the Rocky mountains, as continuous from a high northern latitude to the Isthmus of Panama, thereby presenting a barrier to the construction of a great public highway; but such does not convey an accurate idea of the geographical features of this region. * * * * *

"About the parallel of $32^{\circ}32'$ the Rocky mountains suddenly drop off, eight miles south of Fort Webster, and, with the exception of a few

spurs, seem to disappear entirely for about 100 miles. Here we emerge into the great plateau, elevated from 4,000 to 5,000 feet above the level of the sea, which is crossed by no continuous range of mountains for the distance stated. Short, isolated mountains and conical hills alone appear at intervals, and these are sometimes separated by fifty miles of plain. Through the State of Chihuahua this plateau is limited on the west by the Sierra Madre, but on the east it crosses the Rio Grande and extends across the northern portion of Texas. * * *

"The belt of country here noted may safely be set down at from 80 to 100 miles in width, and extends from the Rio Grande to the Coast range of mountains on the Pacific. The mountains present no barrier to the construction of a railway, being in short ridges from five to ten miles in length, overlapping each other, with broad defiles or open spaces between, affording easy passages through. * * * We travelled, with loaded wagons, more than thirty miles a day across this district, without once locking their wheels, and this too where there was no road. Every mountain range was passed through without difficulty; and, in some instances, so gradual was the ascent and descent as to be scarcely perceptible."

It will thus appear that this entire district, from the Rio Grande to the Colorado, with its broad, open, gravelly plains, is admirably adapted for either a great wagon road or a railway. From Tucson to the Gila is a desert of ninety miles without water. This desert is as hard as marble and perfectly level. Midway, at the Picacho, is a depression where water is often found, and where it would be advisable to sink wells. Twelve miles south of the Gila are similar cavities.

At the Pimo villages, on the Gila, is a fine agricultural district, consisting of a plain more than twenty miles in length by four in width, which for ages has been cultivated by the semi-civilized Indians. Immediately to the north of this is another large and excellent agricultural district, bordering on the Salinas, which enters the Gila seven miles below the Pimo villages. This river is much larger than the Gila. I traced its course for about forty miles, and found its bottom lands intersected in all directions by ancient irrigating canals; while the numerous tumuli, mounds, and crumbling edifices of a race now passed away show that it once sustained a large population.

The Gila would be followed by a road for about one hundred and eighty miles to Fort Yuma, at the junction with the Colorado, chiefly on the adjacent plateau, which is hard and level. The bottom varies in width, and in many places bears a heavy growth of cotton-wood. The Colorado, which is crossed by ferries, might easily be bridged. Here, again, is a wide valley or bottom susceptible of a high degree of cultivation. This, too, is marked by the remains of irrigating canals, first dug by the aboriginal tribes, and subsequently by the old Spaniards, who had a mission here.

We now reach the California desert, about one hundred miles across. This is very hard and level, with occasional spots of sand. It is entirely destitute of wood, and nearly so of grass. Water in the dry season is only to be obtained by digging. This is found at Cooke's wells, Alamo Mucho, and Sackett's wells. By sinking large wells it could doubtless be found in any quantity desirable. In seasons

when the Colorado overflows its banks, its waters fill large basins in the desert, where it sometimes remains two or three years before it is entirely absorbed by the sands or evaporated by the sun. Carissa creek, a small stream, which, after flowing a few miles, is lost in the sands, furnished water in the driest seasons. From this point to San Diego there is not only water at convenient distances, but an abundance of grass.

The route here described from eastern Texas is taken by numbers of emigrant trains, except that portion of it from the Rio Grande to the Santa Cruz valley, which, until the Boundary Commission followed it, was unknown. The emigrants took Cooke's road, which was a hundred miles longer. On my return from California we met emigrant parties every day after leaving the Gila, and in one instance a drove of 17,000 sheep, all bound for San Francisco.

As these remarks have already been too much extended, I forbear mentioning other and more minute particulars of the advantages which may be claimed for the southern route. From what has been stated, it is evident that the region over which it is to pass is not the paradise which some have claimed for it ; but, poor as it is in many respects, it is infinitely better and presents more advantages for a great national highway than any yet discovered to California.

APPENDIX A.

Route No. 7,809—New Orleans to Cairo; compensation, \$329,000; half trip, \$449 50.

In pursuance of the seventh section of the act of Congress, passed on the 3d March, 1857, and by direction of the Postmaster General, the undersigned have re-examined all questions arising out of fines imposed upon the contractors for carrying the mails on route No. 7,809, New Orleans to Cairo, on the Mississippi river; and having compared the same with the evidence produced, respectfully submit the following adjustment, and recommend its adoption:

First quarter of 1856.

Remit the fines and deductions imposed for failures, for failures to arrive in schedule time, for failures to connect, for failures at intermediate offices, and for inferior service during the months of January and February, 1856, amounting to \$48,504 73; and let the fines and deductions imposed for failures, for failures to arrive in schedule time, and for inferior service in the month of March, 1856, amounting to \$7,619 95, remain as settled, upon the following evidence, viz:

No. 1. William M. Murphy, special agent, reports from New Orleans, on the 6th February, 1856, "That the interruptions in the service, on route 7,809, still continue; the almost unprecedented state of the navigation, and the continued cold weather, promise but little improvement for some time to come. I have refrained from giving you frequent reports, which could have been but reiterations of the same thing, from time to time; no company, whether they owned boats or not, could improve the service until the ice shall disappear."

No. 2. William J. Brown, special agent, reports from Cairo, on the 16th January, 1856: "Failures have been quite frequent in consequence of the intensely cold weather. In many instances engines were frozen up on the road. From Cincinnati to Louisville ice has so obstructed the navigation that the mail line of boats have ceased their regular trips. The ice is running very heavily on the Mississippi river from Cairo to Vicksburg, an occurrence scarcely ever known before. This detains and impedes the operation of the mails between Cairo and New Orleans, which are now very heavy; but the company are making every exertion, and receiving mails with much more regularity than could be expected from the present condition of the river."

No. 3. Postmaster at Cairo, reports from Cairo, on the 30th January, 1856, in regard to performance of service on route 7,809, and states: "That the contractors have done everything in their power, sparing neither labor nor expense in the prosecution of their contract; but, owing to the heavy running ice in the river below here, and the low stage of the water, there have been but few boats for the past month that would hazard a trip, or up to this point. Reliable citizens of this vicinity, who have resided in this country from fifteen to twenty years, all concur in the statement that they have never wit-

nessed such formidable impediments to navigation on the Mississippi river, below here, of so long continuance. All the old boatmen whom I have heard speak of it, and it is a subject of daily and almost hourly remark here, make the same statement. There have been from twenty to thirty-five boats lying here ever since the 25th of December. Most of them retaining their officers and crews, resting under the probability, justified by this latitude and the experience of all past seasons, that a day or two later would witness a change of weather and the condition of the river, but up to this present moment there has been no indication of improvement in either. I make this statement from a sense of justice to the contractors, who are, apparently, and, I believe, really, doing all that can be done to carry out their contract."

No. 4. Postmaster at Cairo, on the 1st February, 1856, reports: "The river is still obstructed by heavy running ice, and but few boats are leaving or arriving. Those arriving for the past month have been from eight to twenty days from New Orleans, and the prospect is still unfavorable to improvement."

No. 5. Postmaster at Cairo reports from Cairo, on the 3d March, 1856: "I have permitted the mails to be carried, in some instances, on boats that, under ordinary circumstances, would have been refused. I had no other alternative but to ship on them or retain the mails, as it has been impossible to make any calculation since the first of January when a boat would leave."

No. 6. The postmaster at Natchez, on 16th February, 1856, reports: "This office has been without a mail from Cairo, and all offices between there, for from three to six days, at various times; they are now beginning to arrive more regularly as navigation is opening. The contractors have no boats; they wait for the first that comes."

No. 7. A memorial, signed by twenty-three merchants and business men of New Orleans, and by the captains of twenty-seven steamboats running on the Mississippi river, recommending that the contractors on 7,809 be indemnified for all fines and forfeitures imposed by the Postmaster General in consequence of failure on their part to make schedule time during the first and third quarters of 1856. The captains of steamboats state that they know from their personal knowledge, having had long experience in navigating the Mississippi river, that the ice during the first, and low water and fogs during the third quarter, rendered it impossible to perform the service any better than it was done, the difficulties from ice and low water having been worse than ever known; "and we believe that every effort was made, regardless of expense, to perform the service in good faith." The twenty-three merchants and business men of New Orleans urge the department to a favorable consideration of the foregoing.

No. 8. G. A. Philips makes oath on the 17th January, 1857:

"I have been in the employ as agent of the conductors on route 7,809, New Orleans to Cairo, since March 1, 1856, and have been during the whole time familiar with their business. Most of the money they have expended has been paid out either by myself, under my supervision, or on drafts drawn by me. I have charge of the books. I know of my own personal knowledge no pains or expense have been spared to overcome the natural or other obstacles which have presented

themselves, for the purpose of carrying the mails according to the spirit and letter of the contract, having myself transacted the business under such instructions from the contractors. The expense incurred for the first and third quarters far exceeded the pay received from the department. It is a fact generally known that the ice almost entirely suspended navigation *during the months of January and February*, and it was during this time that the heaviest outlay of the first quarter was incurred, having to pay large sums to get the mail forwarded at all. The expenses exceeded the receipts about \$30,000."

No. 9. Postmaster General Campbell, in obedience to a resolution of the 4th of February, 1856, calling for information relative to the mail communication between New Orleans and Cairo, reported on the 9th February, 1856, to the Senate, viz :

"The short time allowed would alone have rendered it difficult to perfect all necessary preparations for commencing on the 1st of January, and regularly continuing daily mail service, as required ; but an additional and entirely unforeseen difficulty arose, from the severity of the weather, which caused, to some extent, a suspension of the navigation of the Mississippi river. A special agent of this department, writing from New Orleans on the 28th January, 1856, says, "that owing to the condition of the river, which is filled with floating ice, from Cairo to the mouth of Red river, a distance of 750 miles, no line of boats could perform the service with any degree of regularity." He also states that there is a combination of steamboat interests aiming to break down the mail contractors and force the department to accept the enormous and combined bid of \$600,000."

"Another agent under date of 30th January, 1856, reports as follows : 'The uncommon severity of the winter, and unheard of obstructions from ice on the lower Mississippi, have prevented the shipment of mails with any regularity. It has been beyond the power or capacity of any parties to have performed a regular service, even without the opposition against which the contractors have contended.'

"These formidable difficulties have thus far prevented the conveyance of the mails with due regularity. I have the most positive assurances that the contractors are using every effort to perform their duty, and that they will yet succeed to the satisfaction of this department and the public. In the present condition of the river they are clearly entitled to some indulgence ; but so soon as the obstructions from ice are removed, they will be held to the strictest accountability. If then, after a reasonable time, the stipulated service is not rendered, and frequent irregularities occur, I shall proceed to exercise the power specially reserved to me, to annul the contract for repeated failures."

No. 10. Postmaster at Cairo reports from Cairo, on the 19th February, 1856 : "I have not strictly observed the instructions of the department relative to the departure of the mails from this office, for the reason that it has been impossible to do so during the obstructions to navigation, occasioned by the ice. Boats have had to choose their own time of leaving port, and rather than detain the mails in this office, in the absence of any probability that they would be sent at the actual time required, I have thought it the interest of the department and the public to embrace, in every instance, the first opportunity

afforded, after a mail was made up in the morning, that it might be forwarded the same day, rather than to observe the schedule hour of departure, when it was certain by so doing it would not leave until the next day, or, perhaps, in two or three days after."

No. 11. William M. Murphy, on the 23d May, 1857, on his oath deposes and says: "I was deputed as special agent of the Post Office Department to put in operation the mail service on the Mississippi river, route 7,809—New Orleans to Cairo—to commence on the 1st January, 1856. On the given day I was at Cairo, and the contractors commenced the service. After remaining at that point for several days, in conference with the mail company, they presented a list of boats, which being duly inspected and received, according to instructions, a copy was forwarded the department, and the postmasters of Cairo and New Orleans were directed by me to ship the mails on said boats, or on such as were of equal class and speed."

"The weather had been extremely cold for some weeks, and ice was commencing to form very rapidly on the upper Mississippi and the Ohio rivers. On the night of the 3d, I started for Louisville on steamer 'David White,' but such were the interruptions that we were only able to reach Evansville, where the boat was compelled to lay up. In a few days the Ohio was entirely closed to its mouth, and the Mississippi was filled with floating ice. On the 17th, (January, 1856,) I had returned to Cairo, where I found a large number of boats laid up, and navigation almost entirely suspended. On that night I left for New Orleans, on board the 'Effie Afton,' with the mails of the 15th, 16th, and 17th. It was with great difficulty we made our way through the ice, being mostly to float with it, until below Memphis, and serious interruptions were experienced until we passed Vicksburg. *These interruptions continued up to the 28th February, 1866.* Navigation continued to be more or less obstructed until some time in March, to an extent which prevented boats from making good time. From the commencement of the service the contractors seemed to make every effort to perform it, regardless of expense or trouble, or sacrifice. I know that they have paid alone, for the transportation of the mails, five hundred dollars per day, besides heavy contingent expenses for agents, &c. It was an impossibility for boats to have made schedule time."

Second quarter of 1856.

Let the fines and deductions imposed upon the contractors during the second quarter of 1856, amounting to \$9,287 38; and the fines for failures at intermediate offices during the said quarter, which were imposed upon the contractors in the settlement of the third quarter, amounting to the further sum of \$3,570, remain as settled upon the following evidence, viz:

George A. Phillips, the agent of the contractors, in his affidavit made on the 17th January, 1857, states:

"During the second quarter (of 1856) the outlay was not so heavy, and the mails were carried with much greater regularity, the river being in good navigable condition."

William M. Murphy, in his affidavit made on the 23d May, 1857, states:

"The spring of 1856 opened with a good river, and, during the second quarter, the contractors had every opportunity to perform a satisfactory service. The long continued cold weather and interruptions to the navigation had caused large accumulations of freights on the coast, and the rivers were crowded with steamers."

I can see no reason for excusing any failures on their part, save those which might occasionally occur from the unavoidable accidents of navigation. They certainly, if ever, had now a fair opportunity to fulfil the promises made for a good and sufficient service. The records of the department show the character of the service performed, and the Postmaster General expressed satisfaction with it.

Third quarter of 1856.

Of the sum of \$36,112 26 deducted from the pay of the contractors in the third quarter of 1856, let the fines and deductions imposed for failing to depart, amounting to \$6,742 50; and the fines which were deducted from their pay this quarter for failures at intermediate offices during the second quarter of 1856, amounting to \$3,570, making together, the sum of \$10,312 50, remain as settled. And let there be remitted the fines imposed for failures to arrive in schedule time, for failures to connect, inferior service, and failures at intermediate offices, during this third quarter of 1856, amounting to \$25,824 76, upon the following evidence, viz:

William M. Murphy, in his affidavit made on the 23d May, 1857, states:

"The commencement of the third quarter found the river falling very rapidly; the Ohio not navigable for large boats, and the Upper Mississippi scarcely so; the New Orleans boats had commenced to lay up for their usual repairing. The contractors immediately made arrangements for such control over boats as would enable them to be employed in the transportation of the mails, irrespective of the want of business. To do this, they had to charter them at from one to two thousand dollars per month, and run them at their own expense. During the third and fourth quarters they purchased, to my knowledge, the controlling interest in the T. C. Twitchell and St. Charles, and chartered the 'Antelope,' 'Empire,' 'R. W. McRae,' 'Lucy Robinson,' 'Republic,' 'J. E. Montgomery,' 'Wm. Garvin,' and 'High Flyer.'"

"The water continued very low all the season, and winter approached with no improvement in the condition of the river. Of course but little business was doing, and, though a very healthy season, the travel was limited. The shipment of the mails seemed the principal object of the contractors, and I have known them to return one of their boats to New Orleans after only an hour or two, and that at a loss of over a thousand dollars for the trip."

No. 8. G. A. Philips, in his affidavit made on the 17th day of January, 1857, states: "The expenses of the third quarter exceeded those of any other. The river, during the whole time, was so low

that none but the highest draught boats could run. Indeed, all river men concur in saying that the Mississippi was never so low and so dangerous to navigate as during this season. The statistics of disasters, during the time, being sufficient evidence of this, even without the evidence of the boatmen themselves.

Being determined to carry the mails in the best manner the condition of the river would permit, the contractors purchased and chartered boats at a heavy expense and run them at a heavy loss. The boats chartered, with three exceptions, were at two thousand dollars per month. All these boats, with but one exception, met with serious accidents. One of them, the "Empire," was sunk, and proved almost a total loss. The "R. W. McRae" was snagged and was saved but with the utmost exertion; her repairs and loss of time cost over ten thousand dollars. The "William Garvin" was also seriously injured by striking a rock, which compelled her to go in dock at a cost of over twelve hundred dollars. The "Antelope" was grounded and so strained and injured as to compel her to go in dock, and proving too heavy for the river, was not brought out again. The "St. Charles" was very seriously injured by grounding, so much so as to cause her to go in dock, being damaged to the amount of two thousand five hundred dollars. The "T. C. Twitchell" was hurt several times, but not seriously. The "Lucy Robinson" was also snagged several times, at one time carrying away a part of her side house and wheel; her repairs amounted to about five hundred dollars.

Besides these boats, the "Belle Sheridan" and "High Flyer" were chartered, but neither could be brought out of the Ohio river in consequence of its falling so rapidly. Every possible exertion was made, and fifteen hundred dollars expended to get the "High Flyer" out, but all to no purpose. Besides these boats there were others, but they proved of too great draught to run all the season; other suitable boats were sought for, but could not be procured.

The "Virginia" was purchased, but in making two trips was so much injured as to compel her to go in dock. In short, nothing in the power of the contractors was left undone to facilitate the prompt delivery of the mails. The expenses of this quarter were about sixty-five thousand dollars.

No. 13. The postmaster at Cairo, on the 19th January, 1857, reports: "That at the request of G. A. Phillips, esq., agent for the Cairo and New Orleans Mail Company, I would beg leave to state the condition of the Mississippi river below this point during a portion of the past summer and the present winter. During the latter part of July and the whole of the months of August and September the rivers were both at a very low stage. The Ohio above and the Mississippi below being lower, according to the invariable statements of the oldest and most experienced captains and pilots, than at any previous corresponding season within the past twenty-five years, rendering navigation impracticable for loaded boats of largest size, and quite difficult for those of medium size."

The memorial, (No. 7,) signed by 23 merchants and business men of New Orleans, and by the captains of 27 steamboats running on the Mississippi river, (produced as evidence in the first quarter of 1856.)

recommends that the contractors on route 7,809 be indemnified for all fines and forfeitures imposed by the Postmaster General for failures on their part to make schedule time during the third quarter of 1856. That they know, from their own personal knowledge, that the low water and fogs during the third quarter rendered it impossible to perform the service any better than it was done.

Fourth quarter of 1856.

In the fourth quarter of 1856 it was found that the fines and deductions amounted to \$51,770 70, and that of this sum the fines for failing to arrive in schedule time and for inferior service during this quarter had been doubled, and amounted to the sum of \$25,340 87.

Remit \$12,670 43, the excess amount of the doubled fines; and remit likewise the further sum of \$36,103 27, for fines and deductions imposed upon the contractors for failures to arrive in schedule time, for failures at intermediate offices, and for inferior service; and let the fine for inferior service in the month of December, 1856, here reduced to \$300, and the deductions for failing to depart during this quarter, amounting to \$2,697, remain as settled, upon the following evidence, viz:

No. 8. G. A. Phillips, in his affidavit taken on the 17th January, 1857, states: "The fourth quarter (October and November) presented very much the same scenes and occurrences in the history of the mail on this route as the three previous months. The river may have at times, possibly, been in a little better condition; but the boats had the greater obstacles, fogs, (which at this season of the year occur almost nightly,) to contend against. During December the river has been in better navigable condition, but the fogs are still very prevalent in the lower part of the river. I am confident that the mails have been carried as promptly as the condition of navigation would permit, and that they could not have been delivered as promptly without this heavy outlay."

No. 13. Postmaster at Cairo, on the 19th January, 1857, reports from Cairo: "A rise occurred in October, affording a fair stage of water until about the middle of December, when the rivers again became quite low, and have continued receding to the present time."

William A. Murphy, on the 4th June, 1857, explains so much of his affidavit made on the 23d May, 1857, (No. 11,) as refers to the service during the fourth quarter of 1856 as follows, viz:

"It is due to my statement, made and filed in the department 23d May last, and now under your investigation, in reference to the service performed by the Cairo and New Orleans mail company during the year 1856, that I should further state, in explanation of the river and other difficulties attending the navigation during the fourth quarter, that the season therein referred to embraced the entire fall and commencement of winter; that I intended to imply thereby that the usual rise in our rivers, which occur from the 1st September to 1st November, did not take place that year, and that the stage of the water was a very little improvement upon what it was during the third quarter, or summer season. The low state of water, and the

usual trouble from fogs, which are the effect of those natural causes of a change of seasons, rendered the navigation much more uncertain and unsafe than had the usual rise taken place, and the boats not have been compelled to be more careful in navigating the route. It is due, therefore, to the contractors to say that during the fourth quarter they had more than the usual natural difficulties to contend with, and that they spared neither trouble nor expense in performing the service in good faith.

All of which is respectfully submitted.

WM. H. DUNDAS,
JOHN OAKFORD.

Hon. AARON V. BROWN,
Postmaster General.

POST OFFICE DEPARTMENT, *June 13, 1857.*

Having, pursuant to the 7th section of the act making appropriations for the service of the Post Office Department during the fiscal year ending June 30, 1858, (acts 3d session 34th Congress, chap. 96, page 189,) re-examined and adjusted all questions arising out of fines imposed upon the contractors for carrying the mails upon the Mississippi river, on the route No. 7,809, New Orleans to Cairo, it is therefore—

Ordered, That of the sum of \$56,116 68, deducted from the pay of the contractors for failing, &c., in the first quarter of 1856, there be remitted to them the sum of \$48,504 73.

That the fines for failures, &c., imposed in the second quarter of 1856 remain as settled. That of the sum of \$36,112 26, deducted from their pay in the third quarter of 1856, there be remitted to them the sum of \$25,824 76.

And, finally, that of the sum of \$51,770 70, deducted in the fourth quarter of 1856, there be remitted the sum of \$48,773 70, making the aggregate amount of fines and deductions to be remitted and paid to said contractors under this order \$123,103 10, and leaving charged to them the sum of \$30,183 83.

Postmaster General.

POST OFFICE DEPARTMENT, *June 16, 1857.*

For the purpose of correcting errors of statement in the order of the 13th of June, 1857, remitting fines imposed and deductions made from the pay of the contractor on route No. 7,809, New Orleans to Cairo, it is now—

Ordered, That the sum of \$56,116 68, deducted from their pay in the first quarter, be stated at \$56,124 68, the correct amount; that the amount remitted in the third quarter of 1856 be stated at \$25,799 76, the true amount, instead of \$25,824 76; and that the amount of fines and deductions to stand charged to the contractors be stated at \$30,216 83, instead of \$30,183 83, as expressed in that order.

Postmaster General.

B.

United States mail service abroad, as in operation on September 30, 1857.

No. of route.	Routes.	Distance.	Number of trips	Contractors..	Annual pay.	Remarks.
1	New York, by Southampton, England, to Bremenhaven, Germany.	Miles. 3,700	Thirteen trips a year.	Cornelius Vandarbilt.	United States postages (sea and inland) on mails conveyed.	Under temporary contract with the Postmaster General.
2	Charleston, S. C., by Savannah, Ga., and Key West, Florida, to Havana, Cuba.	669	Twice a month.	M. C. Mortel.	\$60,000 00	Under contract with the Postmaster General, agreeably to acts of Congress of March 3, 1847, and July 10, 1848.
3	New York to Aspinwall, New Granada, direct. New York, via Havana, to New Orleans. Havana to Aspinwall.	2,000 2,000 1,200	Twice a month.	M. O. Roberts, B. R. McIlvaine, and Moses Taylor.	290,000 00	Under contract with the Secretary of the Navy, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
4	Astoria, Oregon, by Port Orford and San Francisco, to Panama, New Granada, (supplying Monterey, San Diego, &c., by a separate coastwise steamer from San Francisco, in due connexion with main line.)	4,200	Twice a month.	Pacific Mail Steamship Company, William H. Davidge, president.	348,250 00	Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
5	New York to Liverpool, England.	3,100	Twenty trips a year.	E. K. Collins, James Brown, and Stewart Brown.	385,000 00	Under contract with the Secretary of the Navy, agreeably to act of Congress of March 3, 1847.

6	New York, by Cowes, England, to Havre, France.	3,270	Thirteen trips a year.	New York and Havre Steamship Company.	United States postages, (sea and inland) on mails conveyed.	Under temporary contract with the Postmaster General.
7	Aspinwall to Panama, New Granada--	48	Twice a month, or as frequently as the mail service may require.	Panama Railroad Company.	100,000 00	Under contract with the Postmaster General.
8	New Orleans to Vera Cruz, Mexico---	900	Twice a month.	C. K. Garrison-----	29,062 32	Under temporary contract with the Postmaster General.

HORATIO KING,
First Assistant Postmaster General.

C.

Statement of the sums paid for the year ending June 30, 1857, on the New York and Liverpool line, the New York and Chagres line, and the Astoria and Panama line, exhibiting, in separate columns, the whole contract pay, the amount of the 10 per cent. deductions, the sums deducted as fines on the recommendation of the Postmaster General, and the actual amount paid over.

	Amount of 10 per cent. de- ductions.	Amount de- ducted as fines.	Amount paid over.	Amount of interest.
New York and Liverpool line, \$858,000 per annum to Feb- ruary 20, 1857, and after that time, at \$385,000 per annum.	\$38,500 00	\$135,000 00	\$462,756 89	\$9,993 11
New York and Chagres line, \$290,000 per annum.....	29,000 00	1,550 00	253,224 14	6,225 86
Astoria and Panama line, \$348,- 250 per annum.....	19,900 00	-----	325,271 78	3,078 22

A. J. O. BANNON, *Acting Auditor.*

TREASURY DEPARTMENT,
FOURTH AUDITOR'S OFFICE, November 25, 1857.

D.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND FRANCE.

Articles agreed upon between the General Post Office of the United States of America, by James Campbell, Postmaster General, in virtue of his constitutional powers, and the General Post Office of France, by Count de Sartiges, Minister of his Imperial Majesty the Emperor of the French, and invested with special powers to this effect, to wit :

ARTICLE I.

There shall be an exchange of correspondence between the French post office and the United States post office by the means of communication and of transportation hereinafter designated, to wit :

1st. By packets and other steam vessels performing regular service between the ports of France and the ports of the United States.

2d. By United States mail packets plying between the ports of the United States and the ports of Great Britain.

3d. And, finally, by British packets and other British steam vessels performing regular service between the ports of Great Britain and the ports of the United States.

ARTICLE II.

The French post office shall pay the expenses resulting from the transportation between the United States and France of all mails which shall be transported by packets and other steam vessels departing from or bound for France, except those which shall be brought to France or sent from France by the United States mail packets.

The French post office shall pay, besides, as follows :

1st. The expenses resulting from the transportation between France and England of all mails which shall be exchanged between the French and United States post offices by way of England.

2d. The transit charges due to the British post office for the said mails.

3d. And, finally, the expenses of sea transportation due to the same office for mails exchanged between the French post office and the United States post office by means of British packets and other British vessels bound for or departing from the ports of Great Britain.

On its side, the United States post office shall pay as follows :

1st. The expenses resulting from the transportation between the United States and France of mails which shall be despatched from one of the two countries to the other by United States mail packets plying between France and the United States.

2d. The expenses resulting from the transportation between the United States and Great Britain of mails which shall be exchanged between the French and United States post offices by means of United States mail packets plying between the ports of the United States and the ports of Great Britain.

ARTICLE III.

The exchange of correspondence between the French and United States Post Office Departments shall take place through the following post offices :

On the side of France.

1. Havre.
2. The travelling office from Paris to Calais.

On the side of the United States.

1. New York.
2. Boston.
3. Philadelphia.
4. San Francisco.

Independently of the above designated offices of exchange, others may be established by a mutual understanding between the respective post office departments at any other points in the territories of the two countries at which direct relations may hereafter be deemed necessary.

ARTICLE IV.

The relations between the French and the United States exchange post offices designated in the preceding article shall be established in the following manner :

1st. The Havre office shall correspond with the New York, Boston, Philadelphia, and San Francisco offices, as well by the packets and other steam vessels plying between Havre and New York as by the United States packets and the British packets and other British steam vessels plying between Southampton and New York, between Liverpool and New York, and between Liverpool and Boston.

2d. The travelling office from Paris to Calais shall correspond with the New York, Boston, Philadelphia, and San Francisco offices by the United States mail packets and the British packets and other British steam vessels plying between Southampton and New York, between Liverpool and New York, and between Liverpool and Boston.

ARTICLE V.

Correspondence of all kinds exchanged between the French post office and United States post office shall be directed conformably to Table A, annexed to the present articles.

ARTICLE VI.

Persons who shall wish to send ordinary letters—that is to say, unregistered letters, either from France and Algeria to the United States and their territories, or from the United States and their territories to France and Algeria, may, at their choice, leave the postage to be paid by the person addressed, or pay in advance the postage to the place of destination.

The postage to be levied in France and in Algeria on letters for the United States and their territories, paid to destination, as well as on unpaid letters coming from the United States and their territories, shall be established according to the weight of each letter, at the rate of eighty centimes per seven grammes and a half, or fraction of seven grammes and a half.

Reciprocally, the postage to be levied in the United States and in the territories of the United States on letters for France and Algeria paid to destination, as well as on unpaid letters coming from France and Algeria, shall be established according to the weight of each letter, at the rate of fifteen cents per American quarter ounce, or fraction of American quarter ounce.

ARTICLE VII.

The rates of postage to be paid by the French post office to the United States post office, as well on prepaid letters sent from France and Algeria for the United States as on unpaid letters sent to France and Algeria from the United States, are fixed as follows, viz:

1. At the sum of three cents per seven grammes and a half, or fraction of seven grammes and a half, on each letter transported between the French frontier and the American frontier at the expense or on account of the French post office.

2. At the sum of nine cents per seven grammes and a half, or fraction of seven grammes and a half, for each letter transported between the American frontier and the British frontier, for or from France, at the expense of the United States post office.

3. And at the sum of twelve cents per seven grammes and a half, or fraction of seven grammes and a half, for each letter transported between the American frontier and the French frontier direct, or when touching only at one intermediate English port without passing through England, at the expense of the United States.

As to the rates of postage to be paid by the United States post office to the French post office, as well for prepaid letters sent from the United State for France and Algeria as for unpaid letters sent from France and Algeria for the United States, they are fixed as follows:

1. At the sum of three cents per American quarter ounce, or fraction of American quarter ounce, for each letter transported between the American frontier and the French frontier direct, or when touching only at one intermediate English port without passing through England, at the expense of the United States.

2. At the sum of six cents per American quarter ounce, or fraction of American quarter ounce, for each letter transported between the American frontier and the British frontier, for or from France, at the expense of the United States post office.

3. And at the sum of twelve cents per American quarter ounce, or fraction of American quarter ounce, for each letter transported between the French frontier and the American frontier at the expense or on account of the French post office.

ARTICLE VIII.

Ordinary letters sent by way of France either from the United States and their Territories for the countries mentioned in table B, annexed to the present articles, or from these same countries for the United States and their Territories, shall be exchanged between the French post office and the United States post office on the conditions stated in the said table.

Ordinary letters sent by way of the United States, either from France and Algeria, for the countries mentioned in table C, annexed to the present articles, or from those same countries for France and Algeria, shall be exchanged between the French post office and the United States post office on the conditions stated in said table C.

It is understood that, in case the conventions which regulate the relations of France with the foreign countries, designated in table B, should be modified in such manner as to affect the conditions of exchange, stated in that table; and reciprocally, that, in case the conventions which regulate the relations of the United States with the foreign countries, designated in table C, should in like manner be modified so as to affect the conditions of transmission, stated in that table, these

modifications shall be admitted on the one part and on the other, according to the information and evidence which the two post offices of France and the United States shall reciprocally furnish one to the other.

ARTICLE IX.

Letters badly addressed or badly directed shall, without delay, be reciprocally returned, by means of the respective exchange offices, for the sum which the office sending shall have allowed the other office on these letters.

Letters which shall have been addressed to persons who have changed their residence, shall be, respectively, delivered or returned, charged with the postage which should have been paid by the persons addressed.

ARTICLE X.

The rates which the two post offices of France and the United States shall mutually have to carry to each other's account, shall be marked on the letters at the exchange office from which they are sent, in ordinary figures, plainly and uniformly, on the right hand of the upper part of the address.

The rates of letters unpaid to be carried to the debit of the corresponding office by the sending office, shall be marked in black ink; those of prepaid letters to be carried to the credit of the corresponding office shall be marked in red ink.

ARTICLE XI.

The United States post office shall cause to be placed on the address of the prepaid letters, which the United States offices of exchange shall deliver to the French offices of exchange, this impression (PAID), stamped in red ink.

On its side, the French post office shall cause the impression (P D), stamped in red ink, to be placed on the letters prepaid to destination, which shall be delivered by the French offices of exchange to the United States offices of exchange.

ARTICLE XII.

The respective offices of exchange shall place upon the superscription of the correspondence of every kind contained in the mails, which they shall receive from the corresponding offices of exchange, a stamp, with the date, showing the way in which such mails shall have been forwarded.

The stamp to be placed upon the correspondence transported between the French frontier and the American frontier, at the expense of or on account of the post office of France, shall bear, independently of the name of the exchange office of destination, the characters *Serv. Fr. or Br.*, (French or British service.) This stamp shall be placed in blue

ink on the correspondence transmitted directly, and in red ink on the correspondence transmitted by way of England.

The stamp to be placed on the correspondence transported between the American frontier and the French frontier, or the British frontier, at the expense of the United States post office, shall bear, independently of the name of the exchange office of destination, the characters *Serv. Am.* (American service.) This stamp shall be placed in blue ink, both on the correspondence transmitted direct and on that comprised in the mails of or for the office of Havre, which shall have been transported by the packets of the New York line to Bremen, and by the packets plying between Havre and Southampton, without touching the British territory. It shall be placed in red ink on the correspondence comprised in the mails, which shall have been transported by the aid of the British post office.

ARTICLE XIII.

Each of the mails exchanged between the exchange offices of the two countries shall be accompanied by a letter bill, or statement, showing the nature, the number, and the weight of the articles which the mail shall contain, as well as the amount of the rates mentioned in Article X.

The exchange office to which the mail shall be addressed shall acknowledge its receipt to the exchange office transmitting it by the next conveyance.

The letter bills, or statements and the acknowledgments of receipt, of which the French offices of exchange shall make use, shall be conformable to the model D, annexed to the present articles.

The letter bills or statements and the acknowledgments of receipt, of which the United States exchange offices shall make use, shall be conformable to the model E, in like manner annexed to the present articles.

ARTICLE XIV.

In cases where, on the days fixed for sending the mails, an office of exchange shall have no letter to address to the corresponding exchange office, the office of transmission shall, nevertheless, send in the ordinary form, a mail, which shall contain a negative letter, bill, or statement.

ARTICLE XV.

Letters which cannot be delivered for any cause whatever, shall be returned on one part and the other, at the end of each month, and more frequently, if possible. Those of such letters which shall have been placed in the account shall be returned for the sum at which they have been originally counted by the sending office. Those which shall have been delivered prepaid to destination, or to the frontier of the corresponding office, shall be returned without charge or deduction.

The deduction resulting from charges on correspondence which can-

not be delivered shall be established in detailed memorandums, conformable to the model F, annexed to the present articles.

ARTICLE XVI.

There shall be prepared every three months, at the French General Post Office, precise accounts, recapitulating the facts relative to the transmission of correspondence between the respective offices of exchange. These accounts, which shall have for their base and for vouchers the acknowledgments of receipt of mails sent and received during the period of three months, shall be recapitulated in a general account, intended to present the definitive results of the transmission of correspondence exchanged between the two departments.

After having been discussed and objections settled, the balance of the general account above mentioned shall be paid by the department which shall be found indebted to the other in the course of the quarter which shall follow that to which the account relates.

The amount of the accounts shall be paid as follows :

1. In drafts on Washington when the payment shall be in favor of the United States post office.

2. In drafts on Paris when the payment shall be in favor of the French post office.

In the latter case the amount of the account shall be paid in French money, at the rate of five francs thirty centimes per dollar.

ARTICLE XVII.

The present articles shall take effect on the first day of April, 1857, and they shall remain obligatory until one of the two post offices shall have informed the other, a year in advance, of its intention to abrogate them.

During this last year the before mentioned articles shall continue to be fully and entirely executed, without prejudice to the liquidation and payment of the amount of the accounts between the postal departments of the two countries after the expiration of the said term.

Made in duplicate original, and signed at Washington, the second day of March, in the year of our Lord one thousand eight hundred and fifty-seven.

JAMES CAMPBELL, [SEAL.]
Postmaster General.
SARTIGES. [SEAL.]

TABLES
OF
MAIL ARRANGEMENTS
BETWEEN
THE UNITED STATES AND FRANCE.

A.

Table showing the direction to be given to correspondence of all kinds exchanged between the Post Office Department of France and the Post Office Department of the United States.

SCHEDULE I.—MAILS FROM THE FRENCH POST OFFICE.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines or packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Havre	New York...	Havre to New York*	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	All the United States, (except the cities of Boston and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.
		Bremen to N. York, by Southampton.	The City of Havre .....	.....do.....
		Liverpool to N. York Liverpool to Boston.	.....do..... .....do.....	.....do..... The City of New York
	Boston	Havre to New York*	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	The City of Boston
		Bremen to N. York, by Southampton.	The City of Havre .....	.....do.....
		Liverpool to N. York Liverpool to Boston.	.....do..... .....do.....	.....do..... All the United States, (except the cities of New York and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.
	Philadelphia ..	Havre to New York*	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	The City of Philadelphia ...
		Bremen to N. York, by Southampton.	The City of Havre .....	.....do.....
		Liverpool to N. York Liverpool to Boston.	.....do..... .....do.....	.....do..... .....do.....
	San Francisco	Havre to New York*	All France, Algeria, and the foreign countries to which France serves as an intermediate point.	California and the Territories of Oregon and Washington, and the Sandwich Islands.
		Bremen to N. York, by Southampton.	The City of Havre .....	.....do.....
		Liverpool to N. York Liverpool to Boston.	.....do..... .....do.....	.....do..... .....do.....

* Except in cases where a contrary desire is stated on the address by the senders, correspondence exchanged between France and the United States is to be sent direct by the packets and other steam vessels plying between Havre and New York, in all instances in which there is room to suppose that by this means they will reach their destination more promptly than, or as promptly as, by way of England. They are, on the contrary, to be sent by way of England when there is room to suppose that they will reach their destination more promptly by that means than by the direct route.

A—Continued.

SCHEDULE I.—MAILS FROM THE FRENCH POST OFFICE.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
Travelling office from Paris to Calais.	New York...	Bremen to N. York, by Southampton.	All France, (except the city of Havre,) Algeria, and the foreign countries to which France serves as an intermediate point.	All the United States, (except the cities of Boston and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.
		Liverpool to N. York Liverpool to Boston.	.....do..... .....do.....	.....do..... The City of New York.....
	Boston	Bremen to N. York, by Southampton.	.....do.....	The City of Boston
		Liverpool to N. York Liverpool to Boston.	.....do..... .....do.....	.....do..... All the United States, (except the cities of New York and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.
		Bremen to N. York, by Southampton.	.....do.....	The City of Philadelphia...
		Liverpool to N. York Liverpool to Boston.	.....do..... .....do.....	.....do..... .....do.....
	Philadelphia.	Bremen to N. York, by Southampton.	.....do.....	California and the Territories of Oregon and Washington, and the Sandwich Islands.
		Liverpool to N. York Liverpool to Boston.	.....do..... .....do.....	.....do..... .....do.....
	San Francisco	Bremen to N. York, by Southampton.	.....do.....	California and the Territories of Oregon and Washington, and the Sandwich Islands.
		Liverpool to N. York Liverpool to Boston.	.....do..... .....do.....	.....do..... .....do.....

A—Continued.

SCHEDULE II.—MAILS FROM THE UNITED STATES POST OFFICE.

Names of the exchange post offices of transmission.	Names of the exchange post offices of destination.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspondence.	Destination of the correspondence.
New York...	Havre	New York to Havre*	All the United States, (except the cities of Boston and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.	All France, Algeria, and the foreign countries to which France serves as an intermediate point.
		N. York to Bremen, by Southampton.	.....do.....	The City of Havre
		N. York to Liverpool.	.....do.....	.....do.....
	Travelling office from Paris to Calais.	Boston to Liverpool.	The City of New York .....	.....do.....
		N. York to Bremen, by Southampton.	All the United States, (except the cities of Boston and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.	All France, (except the city of Havre,) Algeria, and the foreign countries to which France serves as an intermediate point.†
		N. York to Liverpool.	.....do.....	.....do†.....
Boston.....	Havre	Boston to Liverpool.	The City of New York .....	.....do†.....
		New York to Havre*	The City of Boston	All France, Algeria, and the foreign countries to which France serves as an intermediate point.
		N. York to Bremen, by Southampton.	.....do.....	The City of Havre
	Travelling office from Paris to Calais.	N. York to Liverpool.	.....do.....	.....do.....
		Boston to Liverpool.	All the United States, (except the cities of N. York and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the foreign countries to which the United States serves as an intermediate point, except the Sandwich Islands.	.....do.....
		N. York to Bremen, by Southampton.	The City of Boston	All France, (except the city of Havre,) Algeria, and the foreign countries to which France serves as an intermediate point.†
		N. York to Liverpool.	.....do.....	.....do†.....

* Except in cases where a contrary desire is stated on the address by the senders, correspondence exchanged between France and the United States is to be sent direct by the packets and other steam vessels plying between Havre and New York, in all instances in which there is room to suppose that by this means they will reach their destination more promptly than, or as promptly as, by way of England. They are, on the contrary, to be sent by way of England when there is room to suppose that they will reach their destination more promptly by that means than by the direct route.

† Correspondence intended to be re-sent by the travelling office, during the passage from Calais to Paris, should be placed in a separate package, endorsed thus: "Travelling office from Calais to Paris—intermediate service." This correspondence is that intended for the French Departments de l'Aisne, des Ardennes, du Nord, de l'Oise, du Pas de Calais, de la Seine inférieure, and de la Somme, and that intended for Belgium, the Low Countries, Prussia, (except the Regency of Trèves,) Hanover, the Grand Duchies of Mecklenburg Schwerin and Mecklenburg Strelitz, Oldenburg, the Duchy of Brunswick, Denmark, Sweden, Norway, Russia, and Poland.

A—Continued.

SCHEDULE II.—MAILS FROM THE UNITED STATES POST OFFICE.

Names of the exchange post offices of trans-shipment.	Names of the exchange post offices of desti- nation.	Designation of the lines of packet ships by means of which the mails are to be sent.	Origin of the correspond- ence.	Destination of the cor- respondence.
Boston.....	Travelling of- fice from Paris to Ca- lais.	Boston to Liverpool.	All the United States, (ex- cept the cities of N. York and Philadelphia, and State of California,) the Territories of the United States, (except Oregon and Washington,) and the fore- ign countries to which the United States serves as an intermediate point, ex- cept the Sandwich Islands.	All France, (except the city of Havre, Algeria, and the foreign coun- tries to which France serves as an intermedi- ate point.†
		New York to Havre*.	The City of Philadelphia....	All France, Algeria, and the foreign countries to which France serves as an intermediate point.
Philadelphia	Havre	N. York to Bremen, by Southampton.	.....do.....	The City of Havre.....
		N. York to Liverpool.	.....do.....	.....do.....
		Boston to Liverpool.	.....do.....	.....do.....
	Travelling of- fice from Paris to Ca- lais.	N. York to Bremen, by Southampton.	.....do.....	All France, (except the city of Havre,) Algeria, and the foreign coun- tries to which France serves as an intermedi- ate point.†
		N. York to Liverpool.	.....do.....	.....do†.....
		Boston to Liverpool.	.....do.....	.....do†.....
San Francis- co.	Havre	New York to Havre*.	California and the Territo- ries of Oregon and Wash- ington, and the Sandwich Islands.	All France, Algeria, and the foreign countries to which France serves as an intermediate point.
		N. York to Bremen, by Southampton.	.....do.....	The City of Havre : :
		N. York to Liverpool.	.....do.....	.....do.....
	Travelling of- fice from Paris to Ca- lais.	N. York to Bremen, by Southampton.	.....do.....	All France, (except the city of Havre,) Algeria, and the foreign coun- tries to which France serves as an intermedi- ate point.†
		N. York to Liverpool.	.....do.....	.....do†.....
		Boston to Liverpool.	.....do.....	.....do†.....

* See note on page 72.

† See note on page 72

B.—Table showing the conditions on which shall be exchanged, between the U. States, letters sent from the United States and their Territories to the

Designation of the countries where correspondence with the United States may be directed by way of France.	Condition of prepayment.	Limit of prepayment.	Amount of the rates to be paid by the inhabitants of the United States and of the Territories of the United States, as well on prepaid letters addressed to the countries designated in the first column of this table as on letters not prepaid, or partially prepaid, sent from the said countries, addressed to the U. States and their Territories.
			Sum to be paid on each letter and per each quarter ounce or fraction of America's quarter ounce.
Great Britain, Belgium, the Low Countries, the grand duchy of Luxemburg, the Swiss Cantons, the Sardinian States, and the German States, (except the empire of Austria.)	Optional.....	To destination.....	Cents. 21
Denmark, empire of Austria, Servia, Tuscany, States of the Church, and duchies of Parma and Modena.	Optional.....	To destination.....	27
Russia, Poland, the Two Sicilies, Malta, kingdom of Greece, Alexandria, Taffa, Beyrout, Tripoli in Syria, Lattakia, Alexandretta, Masina, Rhodes, Smyrna, Mitylene, the Dardanelles, Gallipolis, Constantinople, Tunis, Tangiers, Pondicherry, Karikal, Yanson, Mahé, and Chandernagor.	Optional.....	To destination.....	30
Kingdoms of Sweden and Norway.....	Optional.....	To destination.....	33
Spain, Portugal, and Gibraltar.....	Obligatory.....	Behobia.....	21
Ionian Islands.....	Obligatory.....	Trieste.....	27
Aden, East Indies, Ceylon, Mauritius, Isle of Reunion, Penang, Singapore, Hong Kong, Shanghai, China, Batavia, and other countries whose correspondence can advantageously be sent by Suez.	Obligatory.....	Seaport of the Indies or of the sea of China to which the English packets ply.	30
Countries beyond seas other than those above designated—			
Letters from the United States.....	Obligatory.....	Port of arrival in the country of destination.	30
Letters for the United States.....	Obligatory.....	Port of departure in the country from which they are sent.	30
Moldavia, Wallachia, and Turkey in Europe, by way of Austria.	.....(*).....	.....(*).....	.....

*The postages on letters which the inhabitants of the United States shall exchange with the inhabitants of Moldavia, Wallachia, and Turkey in Europe.

Post Office Department of France and the Post Office Department of the countries to which France serves as an intermediate point, and vice versa.

Duties or rates to be paid by the U. S. post office to the French post office, as well on prepaid letters sent from the U. S. and their Territories, addressed to the countries designated in the first column of this table as on letters not prepaid, or partially prepaid, sent from said count's, addressed to U. S. and their Ter's.

Duties or rates to be paid by the French post office to the U. States post office, as well on letters not prepaid, sent from the U. States and their Territories, addressed to the countries designated in the first column of this table, as for letters addressed from the said countries to the U. States or their Territories and prepaid to destination.

Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported between the American frontier and the French frontier direct, or when touching at only one intermediate European port without passing through England, at the expense of the United States post office.	Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported between the American frontier and the British frontier, for or from France, at the expense of the United States post office.	Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported between the American frontier and the French frontier, either direct or through England, at the expense or on account of the French post office.	Sum to be paid on each letter and per each seven and a half grammes, or fraction of seven and a half grammes, for letters transported between the American frontier and the French frontier, either direct or through England, at the expense or on account of the French post office.	Sum to be paid on each letter and per each seven and a half grammes, or fraction of seven and a half grammes, for letters transported between the American frontier and the British frontier, for or from France, at the expense of the United States post office.	Sum to be paid on each letter and per each seven and a half grammes, or fraction of seven and a half grammes, for letters transported between the American frontier and the French frontier direct, or when touching at only one intermediate English port without passing through England, at the expense of the U. States post office.
Cents. 9	Cents. 12	Cents. 18	Cents. 3	Cents. 9	Cents. 12
15	18	24	3	9	12
18	21	27	3	9	12
21	24	30	3	9	12
9	12	18	.....	.....	.....
15	18	24	.....	.....	.....
18	21	27	.....	.....	.....
18	21	27	.....	.....	.....
18	21	27	.....	.....	.....
.....	.....	.....	3	9	12

Moldavia, Wallachia, and Turkey in Europe, by way of France and Austria, is always to be fully paid by the

C.—Table showing the conditions on which shall be exchanged, between the U. States, letters sent from France and Algeria for countries to

Designation of the countries where correspondence with France may be directed by way of the United States.	Condition of prepayment.	Limit of prepayment.	Amount of the rates to be paid by the inhabitants of France and Algeria, as well on prepaid letters addressed to the countries designated in the first column of this table as on letters not prepaid, or partially prepaid, sent from the said countries addressed to France and Algeria.	
			Sum to be paid on each letter & per each seven grammes and a half or fraction of seven grammes and a half.	
Mexico, British West India Islands, Cuba, British Guiana, Aspinwall, and Panama, (New Granada.)	Obligatory.....	Seaports to which the United States packets ply.	<i>Frs. centimes.</i> 1	50
West India Islands, (not British, except Cuba,) Turks Island, Carthagena, Honduras, St. Juan, (Nicaragua,) Guyaquil and Quito, (Ecuador,) Cobiza and La Paez, (Bolivia,) Copiapo, Huasco, Coquimbo, Valparaiso, and St. Jago, (Chili.)	Obligatory.....	United States, French, and British postage to port of arrival in country of destination.	2	50
Bogota and Buenaventura, (New Granada)	Obligatory.....	.....do.....	1	60
Payta, Lambayeque, Huanchaco, Casma, Huacho, Callao, Lima, Pisco, Islay, Arica, and Iquique, (Peru.)	Obligatory.....	Seaports in South Pacific, to which the British packets ply.	1	80
Canada and other British North American Provinces.	Obligatory.....	Frontier of country of destination.		80
Sandwich Islands.....	Obligatory.....	San Francisco.....		80

NOTE.—Since the execution of the convention, tables A, B, and C have, by mistake

the Post Office Department of France and the Post Office Department of which the United States serves as an intermediate point, and vice versa.

Duties or rates to be paid by the French post office to the United States post office, as well on prepaid letters sent from France or Algeria addressed to the countries designated in the first column of this table as on letters not prepaid, or partially prepaid, sent from the said countries addressed to France and Algeria.			Duties or rates to be paid by the United States post office to the French post office, as well on letters not prepaid sent from France and Algeria addressed to the countries designated in the first column of this table as on letters addressed from the said countries to France or Algeria and prepaid to destination.		
Sum to be paid on each letter and per each seven grammes and a half, or fraction of seven grammes and a half, for letters transported between the French frontier and the American frontier, either direct or through England, at the expense or on account of the French post office.	Sum to be paid on each letter and per each seven grammes and a half, or fraction of seven grammes and a half, for letters transported between the British frontier and the American frontier, for or from France, at the expense of the United States post office.	Sum to be paid on each letter and per each seven grammes and a half, or fraction of seven grammes and a half, for letters transported between the French frontier and the American frontier direct, or when touching at only one intermediate port without passing through England, at the expense of the United States post office.	Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported betw'n the French frontier and American frontier direct, or when touching at only one intermediate port without passing through England, at the expense of the United States post office.	Sum to be paid on each letter and per each quarter ounce, or fraction of American quarter ounce, for letters transported betw'n the British frontier and the American frontier, for or from France, at the expense of the United States post office.	Sum to be paid on each letter and each per quarter ounce, or fraction of American quarter ounce, for letters transported betw'n the French frontier and the American frontier, either direct or through England, at the expense or on account of the French post office.
<i>Cents.</i> 10	<i>Cents.</i> 16	<i>Cents.</i> 19	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
34	40	43	.....	.....	.....
18	24	27	.....	.....	.....
22	28	31	.....	.....	.....
3	9	12	.....	.....	.....
3	9	12	.....	.....	.....

consent, been slightly modified to conform more exactly to the articles of agreement.

POST OFFICE DEPARTMENT
OF FRANCE.

D.

{ CORRESPONDENCE WITH THE
UNITED STATES POST OFFICE.

LETTER BILL.

Mail sent from the office¹ ———, for the office of ² ———, the³ ——— 18—.By way { of England and of ⁴ ———.
 of the⁵ ———.Departing from⁶ ——— for⁷ ———, the⁸ ———, 18—.

(1) Name of the sending office of despatch. (2) Name of the office of destination. (3) Date of despatching the mail. (4) Character, name, and nation of the vessel by which the mail is to be transported from France to the United States. (5) Name of the port whereat the mail is to be placed on board the vessel charged with transporting it to the United States. (6) Port of destination of said vessel. (7) Date of the departure of the vessel.

I send you, together with the present letter bill, the letters and printed matter of every kind specified in the following tables. I beg you to acknowledge the reception of these matters, article by article, by your next mail, taking care to mention the differences or the errors which you shall have observed after exact comparison of the contents of this mail.

TABLE NO. 1.—Correspondence not prepaid, or partially prepaid, delivered on account to the United States Post Office.

Numbers of the articles of the account (to the credit of France.)	Designation of the correspondence.	Statement by the French office of exchange.		Verification by the United States office of exchange.	
		Number of articles.	Amount of postages to be carried to the credit of the French Post Office.	Number of articles.	Amount of postages to be carried to the credit of the French Post Office.
1	2	3	4	5	6
			Dollars. Cts.		Dollars. Cts.
1 {	Unpaid letters from France and Algeria for	The U. States (— cents per ½ ounce) The countries to which the U. States serves as an intermediate point (— cents per ½ ounce)			
2 {					
3 {	Letters not prepaid or charged with the price of transit, sent from countries to which France serves as an intermediate point for	The United States. The countries to which the U. States serves as an intermediate point....			
4 {					
5 {	Letters badly directed by the United States Post Office, and returned to that office....				
6 {	Letters re-sent, addressed to persons who have departed, but have left their address.				

TABLE NO. 2.—Prepaid correspondence, the senders whereof have paid postages which should be carried to the credit of the United States Post Office.

Numbers of the articles of the account (to the credit of the U. States.)	Designation of the correspondence.	Statement by the French office of exchange.		Verification by the United States office of exchange.	
		Number of articles.	Amount of postages to be carried to the credit of the United States Post Office.	Number of articles.	Amount of postages to be carried to the credit of the United States Post Office.
1	2	3	4	5	6
			Dollars. Cts.		Dollars. Cts.
7 {	Letters for the United States prepaid to destination, and proceeding	From France and Algeria, (— cents per 7½ grammes) .. From countries to which France serves as an intermediate point (— cents per 7½ grammes)			
8 {					
9 {	Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding	From France and Algeria..... From countries to which France serves as an intermediate point.....			
10 {					

CONTINUATION OF THE LETTER BILL OF THE FRENCH POST OFFICE.

TABLE No. 3.—Correspondence delivered to the United States Post Office free of all charge for transportation.

Designation of the correspondence.	Statement by the French office of exchange.		Verification by the United States office of exchange.	
	Number of articles. 2	Net weight in grammes. 3	Number of articles. 4	Net weight in grammes. 5
1				
Printed matter of every kind addressed to the United States, and proceeding	From France and Algeria... From countries to which France serves as an intermediate point.....			
Printed matter of every kind addressed to countries to which the United States serves as an intermediate point, and proceeding				
Correspondence relating to the service, dead matter, and letters relating to the account, addressed by the French Post Office to the United States Post Office.....				

TABLE No. 4.—Abstract of the matters which are to serve as a base for the settlement of the amount due to the British Post Office, or to captains of commercial vessels, for the transportation of the correspondence comprised in the mail.*

Statement by the French office of exchange.				Verification by the United States office of exchange.			
Letters.		Articles of printed matter.		Letters.		Articles of printed matter.	
Number. 1	Net weight in grammes. 2	Number. 3	Net weight in grammes. 4	Number. 5	Net weight in grammes. 6	Number. 7	Net weight in grammes. 8

*The correspondence relating to the service, the dead matter, and the letters relating to the account, addressed by the French Post Office to the United States Post Office, and described in Table No. 3, are not to be included in this abstract.

Certified by the undersigned postmaster.

POST OFFICE DEPARTMENT
OF FRANCE.CORRESPONDENCE WITH THE
UNITED STATES POST OFFICE.

ACKNOWLEDGMENT OF RECEIPT.

From the office _____ for the office of _____.

I received on the¹ —, 18—, your mail of the² —, 18—, transported from³ — to⁴ —, by the⁵ —. You will find hereinafter stated, article by article, the result of the comparison to which the matters which that mail contained were submitted at the moment of opening the said mail.

(1) Date of the arrival of the mail at the office of destination. (2) Date of the departure of the mail from the office from which it was sent. (3) Name of the port where the mail has been embarked on the vessel which has brought it to Europe. (4) Name of the European port of disembarkation. (5) Nature, nationality, and name of the vessel which brought the mail from the United States to Europe.

TABLE NO. 1.—*Correspondence not prepaid, or partially prepaid, delivered on account to the French Post Office.*

Numbers of the articles of the account (to the credit of the U. States.) 1	Designation of the correspondence. 2	Statement by the United States office of exchange.		Verification by the French office of exchange.	
		Number of articles. 3	Amount of post-ages to be carried to the credit of the United States Post Office. 4 Dollars. Cents.	Number of articles. 5	Amount of post-ages to be carried to the credit of the United States Post Office. 6 Dollars. Cents.
1	Unpaid letters from the United States for	France and Algeria (— cents per $7\frac{1}{2}$ grammes) Countries to which France serves as an intermediate point (— cents per $7\frac{1}{2}$ grammes)			
2	Letters not prepaid or charged with the price of transit, sent from countries to which the United States serves as an intermediate point, for	France and Algeria Countries to which France serves as an intermediate point			
3	Letters badly directed by the French Post Office, and returned to that office				
4	Letters re-sent addressed to persons who have departed, but have left their address.				

TABLE NO. 2.—*Prepaid correspondence, the senders whereof have paid postages which should be carried to the credit of the French Post Office.*

Numbers of the articles of the account (to the credit of France.) 1	Designation of the correspondence. 2	Statement by the United States office of exchange.		Verification by the French office of exchange.	
		Number of articles. 3	Amount of post-ages to be carried to the credit of the French Post Office. 4 Dollars. Cents.	Number of articles. 5	Amount of post-ages to be carried to the credit of the French Post Office. 6 Dollars. Cents.
7	Letters for France and Algeria, prepaid to destination, and proceeding from	The U. States (— cents per ounce) Countries to which the United States serves as an intermediate point (— cents per $\frac{1}{2}$ ounce)			
8	Prepaid letters for countries to which France serves as an intermediate point, and proceeding from	The United States. Countries to which the United States serves as an intermediate point			

CONTINUATION OF THE ACKNOWLEDGMENT OF THE FRENCH POST OFFICE.

TABLE No. 3.—*Correspondence delivered over to the French Post Office free of all charges for transportation.*

Designation of the correspondence.	Statement by the United States office of exchange.		Verification by the French office of exchange.	
	Number of articles. 2	Net weight in grammes. 3	Number of articles. 4	Net weight in grammes. 5
Printed matter of every kind addressed to France and Algeria, and proceeding				
From the United States ...				
From countries to which the U. States serves as an intermediate point				
Printed matter of every kind addressed to the European States to which France serves as an intermediate point, (except Spain and Portugal,) and proceeding				
From the United States....				
From countries to which the U. States serves as an intermediate point				
Correspondence relating to the service, dead matter, and letters relating to the account, addressed by the United States Post Office to the French Post Office				

TABLE No. 4.—*Abstract of the matters which are to serve as a base for the settlement of the amount due to the British Post Office, or to captains of commercial vessels, for the transportation of the correspondence comprised in the mail.**

Statement by the United States office of exchange.				Verification by the French office of exchange.			
Letters.		Articles of printed matter.		Letters.		Articles of printed matter.	
Number. 1	Net weight in grammes. 2	Number. 3	Net weight in grammes. 4	Number. 5	Net weight in grammes. 6	Number. 7	Net weight in grammes. 8

* The correspondence relating to the service, the dead matter, and the letters relating to the account, addressed by the United States Post Office to the French Post Office, and described in table No. 3, are not to be included in this abstract.

Certified by the undersigned postmaster.

POST OFFICE DEPARTMENT
OF THE UNITED STATES

E.

{ CORRESPONDENCE WITH THE
FRENCH POST OFFICE.

LETTER BILL.

Mail sent from the office¹ ——— for the office of² ——— the³ ——— 18—By way { of England and of⁴ ———,
of the⁵ ———.Departing from⁶ ——— for⁷ ——— the⁸ ———, 18—.

(1) Name of the office of despatch. (2) Name of the office of destination. (3) Date of despatching the mail.
(4) Character, name, and nation of the vessel by which the mail is to be transported from the United States to Europe. (5) Name of the port whereat the mail is to be placed on board the vessel charged with transporting it to Europe. (6) Port of destination of the said vessel. (7) Date of the departure of the said vessel.

I send you, together with the present letter bill, the letters and printed matter of every kind specified in the following tables. I beg you to acknowledge the reception of these matters, article by article, by your next mail, taking care to mention the differences or the errors which you shall have observed after exact comparison of the contents of this mail.

TABLE No. 1.—*Correspondence not prepaid, or partially prepaid, delivered on account to the French Post Office.*

Numbers of the articles of the account (to the credit of the U. States.)	Designation of the correspondence.	Statement by the U. States office of exchange.		Verification by the French office of exchange.	
		Number of articles.	Amount of post- ages to be carried to the credit of the United States Post office.	Number of articles.	Amount of post- ages to be carried to the credit of the United States Post Office.
		3	4	5	6
1	2		Dollars. Cts.		Dollars. Cts.
1	Unpaid letters { France and Algeria, (— from the United cts. per 7½ grammes.) States for { Countries to which France serves as an intermediate point, (— cts. per 7½ grammes.)				
3	Letters not prepaid or { France and Al- charged with the price giers of transit sent from { Countries countries to which the { which France U. States serves as an { serves as an in- intermediate point. { termediate point				
5	Letters badly directed by the French Post Office, and returned to that office				
6	Letters resent, addressed to persons who have departed, but have left their ad- dress				

TABLE No. 2.—*Prepaid correspondence, the senders whereof have paid postages which should be carried to the credit of the French Post Office.*

Numbers of the articles of the account (to the credit of France.)	Designation of the correspondence.	Statement by the U. States office of exchange.		Verification by the French office of exchange.	
		Number of articles.	Amount of post- ages to be carried to the credit of the French Post Office.	Number of articles.	Amount of post- ages to be carried to the credit of the French Post Office.
		3	4	5	6
1	2		Dollars. Cts.		Dollars. Cts.
7	Letters for France { From the U. States, and Algeria pre- (— cts. per ½ ounce.) paid to destina- { From countries to tion and proceed- { which the U. States ing { serves as an inter- mediate point, (— cents per ½ ounce.)				
9	Prepaid letters for { From the U. States.. countries to which { From countries to France serves as { which the U. States an intermediate { serves as an inter- point, and pro- { mediate point				
19					

POST OFFICE DEPARTMENT
OF THE UNITED STATES.{ CORRESPONDENCE WITH THE
FRENCH POST OFFICE.

ACKNOWLEDGMENT OF RECEIPT.

From the office _____ for the office of _____.

I received on the¹ —, 18—, your mail of the² —, 18—, transported from³ — to⁴ —, by the⁵ —. You will find hereinafter stated, article by article, the result of the comparison to which the matters which that mail contained were submitted at the moment of opening the said mail.

(1) Date of the arrival of the mail at the office of destination. (2) Date of the departure of the mail from the office from which it was sent. (3) Name of the port where the mail was placed on the vessel which brought it to the United States. (4) Name of the United States port of disembarkation. (5) Character, name, and nation of the vessel which brought the mail from Europe to the United States.

TABLE No. 1.—*Correspondence not prepaid, or partially prepaid, delivered on account to the United States Post Office.*

Numbers of the articles of the account (to the credit of France.) 1	Designation of the correspondence. 2	Statement by the French office of exchange.		Verification by the U. States office of exchange.	
		Number of articles. 3	Amount of post-ages to be carried to the credit of the French Post Office. 4		Amount of post-ages to be carried to the credit of the French Post Office. 6
			Dollars.	Cents.	Dollars.
1	Unpaid letters from France and Algeria for	The United States, (— cents per ½ ounce).....			
2					
3	Letters not prepaid, or charged with the price of transit, sent from countries to which France serves as an intermediate point, for	Countries to which the United States serves as an intermediate point (— cents per ½ ounce).....			
4					
5	Letters badly directed by the United States Post Office and returned to that office....	The United States. Countries to which the United States serves as an intermediate point....			
6	Letters resent, addressed to persons who have departed, but have left their address.....				

TABLE No. 2 — *Prepaid correspondence. the senders whereof have paid postages which should be carried to the credit of the United States Post Office.*

Numbers of the articles of the account (to the credit of the U. States.) 1	Designation of the correspondence. 2	Statement by the French office of exchange.		Verification by the U. States office of exchange.	
		Number of articles. 3	Amount of post-ages to be carried to the credit of the United States Post Office. 4		Amount of post-ages to be carried to the credit of the United States Post Office. 6
			Dollars.	Cents.	Dollars.
7	Letters for the United States prepaid to destination, and proceeding	From France and Algeria (— cents per 7½ grammes.) From countries to which France serves as an intermediate point, (— cents per 7½ grammes).....			
8					
9	Prepaid letters for countries to which the United States serves as an intermediate point, and proceeding	From France and Algeria..... From countries to which France serves as an intermediate point.			
10					

CONTINUATION OF THE ACKNOWLEDGMENT OF THE UNITED STATES POST OFFICE.

TABLE No. 3.—Correspondence delivered over to the United States Post Office free of all charge for transportation.

Designation of the correspondence.	Statement by the French office of exchange.		Verification by the U. S. office of exchange.	
	Number of articles.	Net weight in grammes.	Number of articles.	Net weight in grammes.
1	2	3	4	5
Printed matter of every kind addressed to the United States, and proceeding	From France and Algeria.. From countries to which France serves as an intermediate point.			
Printed matter of every kind addressed to countries to which the U. States serves as an intermediate point, and proceeding				
Correspondence relating to the service, dead matter, and letters relating to the account, addressed by the French Post Office to the United States Post Office.				

TABLE NO. 4.—*Abstract of the matters which are to serve as a base for the settlement of the amount due to the British Post Office, or to captains of commercial vessels, for the transportation of the correspondence comprised in the mail.**

Statement of the French office of exchange.				Verification by the United States office of exchange.			
Letters.		Articles of printed matter.		Letters.		Articles of printed matter.	
Number.	Net weight in grammes.	Number.	Net weight in grammes.	Number.	Net weight in grammes.	Number.	Net weight in grammes.
1	2	3	4	5	6	7	8

* The correspondence relating to the service, the dead matter, and the letters relating to the account addressed by the French Post Office to the United States Post Office, and described in Table No. 3, are not to included in this abstract.

Certified by the undersigned Postmaster.

E.

POSTAL CONVENTION BETWEEN THE UNITED STATES AND HAMBURG.

The undersigned, being duly authorized for that purpose, have agreed upon the following articles, providing for the reciprocal exchange of mails between the United States and the Hanseatic Republic of Hamburg, to wit:

ARTICLE I.

The post office of New York shall be the United States office of exchange, and Hamburg the office of exchange of that republic, for all mails transmitted under this arrangement.

ARTICLE II.

The international correspondence, conveyed either by United States or by Hamburg steamers, as hereinafter stated, between the United States, or its territories, and Hamburg, will be subject to the following postage charges, viz :

Postage on each letter or packet not exceeding half an ounce in weight.....	10 cents.
Above half an ounce and not over once ounce.....	20 “
Above one ounce, but not exceeding two ounces.....	40 “

And the postage will increase in this scale of progression to wit : Additional 20 cents for each additional ounce or fraction of an ounce.

Payment in advance shall be optional in either country. It shall not, however, be permitted to pay less than the whole rate, and no account shall be taken of the pre-payment of any fraction of that rate.

ARTICLE III.

All the States belonging to the German-Austrian Postal Union; respectively, are to have the advantage of the rate of ten cents, established by the preceding article, (2d,) whenever their postage to and from Hamburg, for letters to and from the United States, shall be reduced to the uniform rate of five cents or less. On all correspondence for or from such of said States as shall not so reduce their rates, the charge between the United States and Hamburg, by either of the two lines, will be fifteen cents the single rate.

And optional prepayment, a regular progressive scale, &c., upon the same principles as in article 2d, shall be admitted and observed.

ARTICLE IV.

On all letters originating and posted in other countries beyond the United States, and mailed to, and deliverable in, Hamburg, or originating and posted in countries beyond Hamburg, and mailed to, and deliverable in, the United States, or its territories, the foreign postage (other than that of Hamburg, and other than that of the United States) is to be added to the postage stated in article 2d or 3d, as the case may be. And the two post office departments are mutually to furnish each other with lists stating the foreign countries, or places in foreign countries, to which the foreign postage, and the amount thereof, must be absolutely prepaid, or must be left unpaid. And, until such lists are duly furnished, neither country is to mail to the other any letter from foreign countries beyond it, or for foreign countries beyond the country to which the mail is sent.

It is further understood and agreed that no correspondence for or from Hamburg shall be exchanged under this arrangement, unless the rates of postage to and from such countries, via Hamburg, are identically the same as the rates charged via Bremen, under the United States and Bremen postal arrangement.

ARTICLE V.

Newspapers, not weighing more than three ounces each, mailed in the United States and destined to Hamburg, or mailed in Hamburg and destined for the United States, may be sent by the United States and Hamburg steamers, when the whole postage of two cents is prepaid thereon at the mailing office; and newspapers of like weight done up singly, may be sent to any part of the German Postal Union, via Hamburg, on prepayment of three cents each at the office of mailing in the United States, which shall be in full of the postage to destination; the German postage beyond Hamburg to be one cent each in addition to the two cents chargeable to Hamburg. The postage on pamphlets and magazines per ounce, or a fraction of an ounce, shall be one cent, prepayment of which shall likewise be required in both countries. Said newspapers, pamphlets, and magazines are to be subject to the laws and regulations of each country, respectively, in regard to their liability to be rated with letter postage when containing written matter, or for any other cause specified in said laws and regulations. They must be sent in narrow bands, open at the sides or ends.

ARTICLE VI.

The postage for which the United States and Hamburg post offices shall reciprocally account to each other upon letters which shall be exchanged between them, shall be established, letter by letter, according to the scales of progression determined by the preceding 2d and 3d articles, as follows, viz:

The Hamburg office shall pay to the United States office, for each unpaid letter weighing half an ounce, or less, originating in the United States and destined for Hamburg, as well as for each letter of like weight prepaid in Hamburg and destined for the United States, when conveyed under article 2d, by United States steamer, nine cents, and when by Hamburg steamer, five cents. When conveyed under article 3d, by United States steamer, fourteen cents, and when by Hamburg steamer, five cents.

The United States office shall pay to the Hamburg office, for each unpaid letter weighing half an ounce or less, originating in Hamburg and destined for the United States, as well as for each letter of like weight prepaid in the United States and destined for Hamburg, when conveyed under article 2d, by United States steamer, one cent, and when by Hamburg steamer, five cents. When conveyed under article 3d, by United States steamer, one cent, and when by Hamburg steamer, ten cents.

Respecting the postage for newspapers, pamphlets, and magazines received in either country, the whole is to be paid to the United States office when the same are sent by United States steamers, and one half to the United States, and the other half to the Hamburg office, when sent by Hamburg steamers.

Letter bills and acknowledgments, as well as forms of account, shall be made to conform to these articles.

ARTICLE VII.

The accounts between the two departments shall be closed at the expiration of each quarter of the calendar year, by quarterly statements and accounts prepared by the General Post Office in Washington; and, having been examined, compared, and settled by the post office of Hamburg, the balance shall be paid, without delay, by that department which shall be found indebted to the other. If the balance is in favor of Hamburg, it shall be paid over by the United States at Hamburg; and if in favor of the United States, it shall be paid over by Hamburg at Washington, or to the General Post Office at London, to the credit of the United States, as the Postmaster General of the United States shall direct. Neither office is to charge to the other any commissions upon any postage it may collect.

ARTICLE VIII.

The steamers of either government plying between New York and Hamburg shall be required to convey all dead and returned letters, and the official communications of the respective post departments of the United States and Hamburg, free of charge.

ARTICLE IX.

The sailing days of the steamers carrying the mail between New York and Hamburg under this arrangement shall be so arranged as not to conflict with the schedule days of sailing of the United States mail steamers plying between New York and Bremen, and between New York and Havre; and also of the Bremen mail steamers plying between New York and Bremen; and shall, as near as practicable, alternate at regular intervals with the days of sailing of the steamers conveying the mail to and from Bremen and Havre.

ARTICLE X.

This arrangement is to go into effect on the first day of July, 1857, and it is to be continued in force until annulled by mutual consent, or by either post department, after the expiration of three months' previous notice to the other; and it may cease whenever all the direct steamers between New York and Hamburg cease running.

Done in duplicate, and signed at Washington on the 12th day of June, and at New York on the 30th day of June, one thousand eight hundred and fifty-seven.

HORATIO KING.

FERDINAND KARCK,

*Commissioner for the Hanseatic Republic
of Hamburg.*

Approved :

AARON V. BROWN,

Postmaster general, U. S.

HAMBURG, August 7, 1857.

This convention is ratified with the advice and consent of the senate of Hamburg.

C. H. MERCK, LL. D.,

*Member of the senate, and president of the
Post Office Department.*

F.

POST OFFICE DEPARTMENT,

Contract Office, December 1, 1857.

SIR: For a statement of the mail service for the contract year ending 30th of June, 1857, I respectfully refer you to the tables hereto annexed.

Table A exhibits the character of the service, the number of miles of transportation, and the cost thereof as it stood at the close of the year.

Table B shows the number of mail routes in operation, and the number of mail contractors, route agents, local agents, and mail messengers in the service of the department on the 30th of June, 1857.

On the 1st of July last the new service in the New England and New York sections was put in operation, the first quarter of which expired on the 30th of September, 1857.

Table C exhibits the service of these sections as it stood at the close of the contract year, 30th of June, 1857, and at the close of the first quarter of the current year.

Table D exhibits the railroad service as in operation on the 30th of June, 1857; also, the cost per mile in each State.

Tables E and F exhibit the railroad and steamboat service for the current year, showing the particulars of each railroad and steamboat route.

I have the honor to be, very respectfully, your obedient servant,

WM. H. DUNDAS,

Second Assistant Postmaster General.

Hon. A. V. BROWN,

Postmaster General.

A.

Table of mail service for the year ending June 30, 1857, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay are set down to the State under which it is numbered, though extending into other States, instead of being divided among the States in which each portion of it lies.]

States and Territories.	ANNUAL TRANSPORTATION AND RATE OF COST.										Total annual rate of cost.	
	Length of routes.	Mode not specified.			In coach.		In steamboat.		By railroad.			
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.		Dollars.
Maine.....	4,666	3,086	15,546	2,379	42,947	489	48,710	922,886	28,060	508,064	1,696,166	
New Hampshire.....	2,066	509	7,591	769	9,120	428	31,340	302,640	28,060	490,412	1,012,316	
Vermont.....	2,385	598	6,442	1,270	15,255	457	46,064	562,744	28,060	567,840	1,296,204	
Massachusetts.....	3,198	794	14,542	806	17,198	1,268	125,090	349,754	152,880	1,556,464	2,511,498	
Rhode Island.....	3,405	140	2,535	97	1,779	109	9,599	452,400	92,432	136,038	579,968	
Connecticut.....	1,958	718	12,067	489	4,780	739	69,381	224,568	92,432	847,270	1,353,750	
New York.....	13,431	5,058	60,028	5,121	14,799	2,850	317,360	970,608	14,976	543,504	1,361,460	
New Jersey.....	2,430	690	7,985	1,343	32,413	13	1,300	197,548	14,976	543,504	1,361,460	
Pennsylvania.....	13,564	7,947	87,886	4,875	110,650	1,367	146,521	1,515,212	34,380	1,427,571	2,306,357	
Delaware.....	636	174	2,939	367	10,768	25	6,382	54,426	501,340	106,204	361,840	
Maryland.....	2,835	1,658	36,761	429	14,314	748	174,808	196,160	190,160	1,091,792	1,877,372	
Ohio.....	13,756	8,154	88,924	2,330	61,439	2,095	339,514	1,550,538	961,568	3,042,538	5,632,952	
Virginia.....	14,861	10,517	88,448	2,107	44,188	1,132	152,766	961,368	712,396	3,932,939	3,934,125	
North Carolina.....	9,453	6,985	48,177	1,909	46,698	806	81,744	746,070	80,984	484,016	1,844,230	
South Carolina.....	6,533	4,533	43,612	306	6,472	810	126,550	100,070	166,400	831,038	1,816,210	
Georgia.....	10,114	5,954	54,637	1,148	31,825	1,979	158,584	884,470	945,338	1,291,708	2,594,296	
Florida.....	4,351	1,698	15,537	661	17,662	631	1,067	379,860	192,480	10,742	583,960	
Michigan.....	7,215	4,756	42,426	681	16,164	608	97,620	742,412	136,566	856,440	2,174,546	
Indiana.....	8,933	6,697	66,365	1,179	47,106	1,197	102,162	469,352	453,152	1,078,866	2,632,952	
Illinois.....	12,732	8,153	112,107	1,846	42,263	5,697	324,809	1,044,150	30,800	2,741,940	3,961,559	
Wisconsin.....	7,098	4,575	50,495	1,816	37,190	83	2,631	616,096	24,588	446,160	1,461,866	
Iowa.....	6,151	6,113	80,634	1,968	26,034	140	7,800	338,874	87,360	18,016	1,741,715	
Missouri.....	12,695	10,086	92,545	1,858	59,463	185	15,665	413,166	315,852	78,000	1,707,572	
Minnesota Territory.....	5,877	4,302	26,894	825	17,263	680	10,800	323,026	187,460	299,514	842,955	
Kentucky.....	8,971	6,328	48,873	1,557	74,638	191	17,866	813,496	134,680	909,950	2,909,950	
Tennessee.....	9,064	7,311	68,969	1,995	32,663	409	48,541	389,568	56,988	489,137	2,817,863	
Alabama.....	7,066	7,073	60,026	1,975	107,586	514	61,574	396,990	94,759	459,979	1,685,736	
Mississippi.....	6,869	6,863	50,026	1,075	107,586	514	61,574	396,990	94,759	459,979	1,685,736	
Arkansas.....	6,913	6,903	52,428	1,368	58,310	367	32,650	551,060	998,904	928,904	2,300,180	
								522,652	150,960	673,612	1,654,536	

Louisiana.....	7,359	4,067	54,469	907	49,450	2,999	380,906	156	12,900	594,960	993,991	85,380	1,834,965	497,925
Texas.....	12,747	9,670	89,896	1,875	69,950	1,170	70,920	32	1,572	1,185,096	993,991	13,313	1,894,356	533,138
California.....	3,084	1,479	34,301	1,801	57,496	304	59,000	32	1,572	990,906	194,980	13,313	847,814	143,797
Oregon Territory.....	1,107	868	90,103	95	3,650	144	8,100	.....	.....	7,980	99,952	.....	130,156	31,852
N. Mexico Territory.....	890	70	1,150	910	35,500	.....	.....	.....	.....	36,568	91,840	.....	90,190	34,650
Utah Territory.....	1,157	1,017	31,967	140	1,900	.....	.....	.....	.....	46,384	14,560	.....	51,128	32,467
Nebraska Territory.....	1,103	4,404	4,379	699	14,150	.....	.....	.....	.....	177,913	86,424	.....	132,808	18,599
Kansas Territory.....	1,804	1,463	18,580	321	6,433	.....	.....	.....	.....	.....	48,776	.....	225,966	95,013
Total.....	942,001	155,497	1,659,375	49,329	1,410,886	15,945	991,988	92,530	9,559,847	97,039,074	19,090,830	4,518,119	74,906,067	6,692,046
Route & local agents and mail messen- gers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	499,813
Foreign mails.....	.....	.....	.....	.....	.....	||7,639	||390,047	||48	||148,923	.....	900,832	9,304	903,136	536,969
Total.....	942,001	155,497	1,659,375	49,329	1,410,886	92,884	1,379,045	92,578	9,708,769	97,039,074	19,090,830	4,718,951	75,109,903	7,650,898

* The Baltimore, Wilmington, and Philadelphia railroad is under a Maryland number.

† This includes steamboat service from Louisville to Cincinnati.

‡ This includes the route from New Orleans to Mobile; also the route from Cairo to New Orleans.

§ This is for the service from Panama to Aspinwall.

|| The route from New Orleans to Vera Cruz is not included in this, the contractor having failed and the service having been very irregularly performed during the year.

WM. H. DUNDAS, Second Assistant Postmaster General.

B.

Number of mail routes, mail contractors, route agents, local agents, and mail messengers, at the close of the contract year ending on the 30th day of June, 1857.

Sections.	Routes.	Contractors.	Route agents.	Local agents.	Mail messengers.
New England	879	776	53	2	187
New York	862	751	52	2	289
Middle	1,400	1,111	93	9	442
Southern	1,204	1,036	60	2	80
Northwestern	1,865	1,543	88	20	260
Southwestern	1,670	1,352	52	9	77
Ocean routes	8	7	-----	1	-----
Total	7,888	6,576	406	45	1,335

WM. H. DUNDAS,
Second Assistant Postmaster General.

C.

Mail service in the New England section.

	Annual transportation	Annual rate of cost.
<i>Service as in operation on 30th June, 1857.</i>	<i>Miles.</i>	<i>Dollars.</i>
Railroad	4,104,082	330,171
Steamboat	217,880	6,132
Coach	2,506,036	95,089
Inferior modes	1,533,804	58,863
Total	8,361,802	490,255
	7,664,161	-----
Decrease	697,641	-----
<i>As in operation on 30th September, 1857.</i>		
Railroad	3,218,206	391,212
Steamboat	365,664	20,050
Coach	2,185,562	100,163
Inferior modes	1,894,729	81,268
Total	7,664,161	592,693
	-----	490,255
Increase	-----	102,438

WM. H. DUNDAS,
Second Assistant Postmaster General.

C.

Mail service in the New York section.

	Annual trans- portation.	Annual rate of cost.
<i>Service as in operation on 30th June, 1857.</i>	<i>Miles.</i>	<i>Dollars.</i>
Railroad	3,587,971	317,360
Steamboat	270,608	14,799
Coach	2,562,248	95,663
Inferior modes	1,495,017	60,628
Total	7,915,844	488,450
	7,790,451	-----
Decrease	125,393	-----
<i>As in operation on 30th September, 1857.</i>		
Railroad	3,881,299	327,628
Steamboat	108,944	7,298
Coach	2,418,864	108,305
Inferior modes	1,381,344	62,825
Total	7,790,451	506,056
	-----	488,450
Increase	-----	17,606

WM. H. DUNDAS,
Second Assistant Postmaster General.

D.

Railroad service, as in operation on the 30th of June, 1857.

Number of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Doll. etc.	Dollars.	Dollars.	Dollars.
MAINE.													
17	Waterville to Bangor.....	54½	100 00	19	5,475 00	100 00	100 00	800	285	6,540 00	119 45	119 45	119 45
93	Railroad Junction at Danville to Waterville.....	55	100 00	19	5,500 00	100 00	100 00	800	346	6,646 00	180 84	180 84	180 84
95	Mechanic's Falls to Buckfield.....	19	47 50	6	570 00	47 50	47 50	1,177	190	570 00	47 50	47 50	47 50
96	Portland to Portsmouth, N. H.....	52½	150 00	19	7,837 50	150 00	150 00	800	630	9,204 50	177 00	177 00	177 00
97	Portland to Augusta, with branch, Brunswick to Bath.....	119	100 00	19	11,900 00	100 00	100 00	800	630	12,630 00	119 68	119 68	119 68
100	Portland to State Line, Vt.....	48	100 00	19	16,500 00	100 00	100 00	1,400	909	18,109 00	108 43	108 43	108 43
129	Leed's Station to Livermore Fall.....	117	49 85	6	857 00	49 85	49 85	16	16	873 00	43 65	43 65	43 65
132	Portland to Hollis.....	18	49 84	6	771 00	49 84	49 84	.....	.....	771 00	49 84	49 84	49 84
			489	.....	48,710 50	.....	.....	.....	.....	.....	55,433 50	.....	113 70
NEW HAMPSHIRE.													
201	Concord to Lowell, Mass.....	50	128 58	18	6,439 00	128 58	128 58	781	.....	7,190 00	143 80	143 80	143 80
202	Concord to Portsmouth.....	47½	43 46	19	9,043 00	43 46	43 46	.....	.....	9,043 00	43 46	43 46	43 46
206	Concord to Wells' River.....	53	.....	19	.....	.....	.....	.....	.....	.....	.....	.....	.....
207	Concord to White River Junction.....	43	75 00	12	7,125 00	75 00	75 00	1,329	.....	8,477 00	89 53	89 53	89 53
208	Branch Franklin to Bristol.....	13	100 00	6	7,457 00	49 54	49 54	843	1,043	9,343 00	114 00	114 00	114 00
209	Concord to Bradford.....	26	50 00	19	1,300 00	50 00	50 00	216	.....	1,516 00	58 30	58 30	58 30
215a	Contoosook Village to Hillsborough Bridge.....	15	50 00	19	750 00	50 00	50 00	.....	.....	750 00	50 00	50 00	50 00
215b	Manchester to Henniker.....	28	42 86	6	1,200 00	42 86	42 86	.....	.....	1,200 00	42 86	42 86	42 86
229	Great Falls to Union.....	30	43 85	6	1,857 00	43 85	43 85	.....	.....	857 00	43 85	43 85	43 85
231	Dover to Alton Bay.....	28	50 00	6	1,400 00	50 00	50 00	.....	86	1,486 00	53 00	53 00	53 00
251	Nashua to East Wilton.....	16	49 87	6	684 00	49 87	49 87	.....	.....	684 00	43 67	43 67	43 67
277	Wells' River to Littleton.....	21	50 00	4	1,050 00	50 00	50 00	948	.....	1,398 00	61 80	61 80	61 80
			498½	.....	30,397 00	.....	.....	.....	.....	.....	34,846 00	.....	83 49
VERMONT.													
401	Windsor to Burlington.....	117	100 00	19	11,700 00	100 00	100 00	1,667	386	13,763 00	117 83	117 83	117 83
411	Burlington to Rouse's Point, N. Y.....	53½	100 00	19	5,350 00	100 00	100 00	800	599	6,749 00	186 00	186 00	186 00

D—Continued.

Number of route.	Terminal.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay. Dollars.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
MARSHBURY—Continued.													
673	Worcester to Albany	55	1,984	19	98,500 00	.....	{ 920 00 195 00	1,856	175	98,531 00	.....	181 73	.....
673	Worcester to Naahus	102	.....	13	3,468 75	.....	{ 75 41	600	409	4,477 75	.....	97 34	.....
698	Springfield to Keene	45	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	.....
698	Springfield to Keene	50	.....	12	6,900 00	.....	50 00	1,916	548	7,904 00	.....	107 63	.....
698	Williamstown to South Hadley	24	.....	6	950 00	.....	41 66	.....	.....	.....	.....	41 66	.....
693	Springfield to Chicopee Falls	6	.....	19	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
699	Pittsfield to North Adams	31	.....	19	900 00	.....	49 76	.....	.....	900 00	.....	49 76	.....
703	Sterling Junction to Fitchburgh	14	.....	19	700 00	.....	50 00	.....	.....	700 00	.....	50 00	.....
708	Salem to Lowell	94	.....	12	1,900 00	.....	50 00	.....	.....	1,900 00	.....	50 00	.....
710	Frammingham to Northboro'	15	.....	6	500 00	.....	33 33	.....	.....	500 00	.....	33 33	.....
RHODE ISLAND.													
801	Providence to Bristol	15	.....	19	518 00	.....	34 00	.....	.....	518 00	.....	34 00	.....
802	Providence to Bristol, Conn.	50	.....	19	5,100 00	.....	100 10	354	919	5,583 00	.....	111 66	.....
807	Providence to Worcester, Mass.	44	.....	19	3,300 00	.....	93 00	600	744	4,044 00	.....	105 54	.....
CONNECTICUT.													
807	Waterbury to Providence, R. I.	192	109	.....	.....	8,819 00	.....	.....	.....	.....	10,739 00	.....	104 96
805	Norwich to Worcester, Mass.	50	.....	6	6,137 00	.....	50 00	1,400	632	8,069 50	.....	65 65	.....
808	New London to Palmer, Mass.	30	.....	12	5,057 00	.....	85 71	800	111	5,768 00	.....	97 76	.....
833	Middletown to Depot on New Haven, Hartford, and Springfield Railroad	36	.....	6	4,378 00	.....	50 00	800	601	5,573 00	.....	84 44	.....
837	New Haven to New London	10	.....	19	500 00	.....	50 00	.....	50	550 00	.....	55 00	.....
839	New Haven to Springfield, Mass.	50	.....	19	4,985 00	.....	65 70	600	725	5,610 00	.....	112 90	.....
840	New Haven to Northampton	634	.....	19	15,833 00	.....	920 00	1,026	837	17,708 00	.....	978 46	.....
841	Branch, Farmington to Collinsville	74	.....	6	4,191 50	.....	49 35	600	401	5,193 50	.....	81 34	.....
841	New Haven to New York	78	.....	19	19,500 00	.....	920 00	1,800	613	21,013 00	.....	980 93	.....
942	Bridgeport to Winchester, Mass.	60	.....	19	3,195 00	.....	50 00	700	397	4,067 00	.....	65 55	.....

943	Bridgeport to State line, Massachusetts, with branch to Pittsfield.....	191	724	6	5,143 00	69,361 00	42 50	1,900	192	6,466 00	92,313 00	53 43
939	South Norwalk to Danbury.....	524		12	1,307 00		53 60		30	1,619 00		68 59
	NEW YORK.											111.65
001	New York to Danbury.....	460		19	92,000 00		200 40	6,300	3,666	101,866 00		921 67
	Branch, Sudbuck to Piermont.....	18		6	773 00		43 86			773 00		43 86
003	New York to Albany.....	144		19	32,400 00		255 00	3,600	4,101	40,101 00		978 48
008	New York to Chatham Four Corners.....	1304		6	5,363 00		43 86	1,300	1,150	6,343 00		63 17
009	New York to Greenport.....	101		6	4,950 00		42 86	1,400	2,400	5,840 00		87 58
024	New York to Chester.....	19		6	814 00		42 86			814 00		42 86
064	Hudson to West Stockbridge.....	34		12	1,000 00		58 41			1,000 00		58 41
074	Eagle Bridge to Rutland, Vt.....	634		19	6,250 00		103	843	103	7,194 00		115 10
081	Albany to Schenectady.....	17		25	3,400 00		300 00	286	15	3,701 00		917 69
087	Troy to Albany.....	7		13	1,050 00		150 00			1,050 00		150 00
088	Troy to Schenectady.....	23		19	1,650 00		75 00			1,650 00		75 00
089	Troy to Saratoga Springs.....	32,81		19	3,261 00		100 00	581	300	4,102 00		194 10
106	Saratoga Springs to Castleton, Vt.....	54		19	5,400 00		148	679	148	6,437 00		118 96
126	Pittsboro to Canada line.....	93		6	886 00		48 86			1,071 00		46 56
138	Rouses' Point to Ogdensburg.....	119		6	5,950 00		50 00	1,400	1,453	8,403 00		73 97
151	Rockett's Harbor to Pierrepont Manor.....	184		19	781 65		43 86		378	1,169 65		63 93
169	Schenectady to Ballston.....	78		12	800 00		50 00			950 00		59 37
181	Schenectady to Utica.....	16		25	15,600 00		300 00	1,318	1,004	17,918 00		299 69
191	Utica to Syracuse.....	53		19	10,600 00		500 00	869	708	12,900 00		320 19
191	Utica to Cape Vincent.....	73		12	8,329 00		85 86	1,600	1,350	11,979 00		115 50
904	Syracuse to Rochester Falls.....	94		6	30,800 00		300 00	1,600	2,749	94,733 00		337 63
917	Syracuse to Rochester.....	104		12	4,000 00		85 72	800	1,311	10,111 00		186 35
919	Syracuse to Oswego.....	34		13	3,043 00		50 00		512	3,153 00		136 78
926	Canandaigua to Watkins.....	464		19	3,385 00		46 53		466	3,383 00		71 46
961	Canandaigua to Niagara.....	50		19	4,514 00		150 00	1,068	767	6,363 00		66 33
		47		6	11,400 00		300 00	1,600	1,174	14,174 00		186 50
964	Rochester to Niagara Falls.....	76		25	13,800 00		50 00	1,161	975	15,236 00		230 86
969	Rochester to Buffalo.....	11			1,550 00		50 00			1,550 00		50 00
977	Batavia to Attica.....	39		6	4,450 00		50 00	1,600	1,332	7,450 00		50 00
305	Buffalo to Hornellsville.....	91		6	4,550 00		50 00	1,600	1,332	7,450 00		50 00
311	Buffalo to State line.....	69		12	12,800 00		48 86	1,400	916	15,614 00		92 50
357	Corning to Batavia.....	100		19	4,286 00		48 86			6,463 00		66 33
		18		6	773 00		48 86			773 00		48 86
399	Branch, Arvon to Rochester.....	329		12	1,100 00		50 00	700	176	1,244 00		66 33
383	Elmira to Watkins.....	323		19	1,115 00		50 00			9,291 00		69 43
406	Owego to Ithaca.....	46		12	6,600 00		30 00		600	7,300 00		50 00
439	Rutland to Lockport.....	920		19	3,850 00		100 00	274	564	4,054 00		32 72
440	Suspension Bridge to Detroit, Mich.....	324		19	2,920 00		85 42	754	255	3,852 00		116 43
441	Troy to North Bennington, Vt.....	323		19	2,920 00		85 42	754	255	3,852 00		116 43
463	Albany to Eagle Bridge.....	80		6	3,429 00		42 86	700	844	4,973 00		61 68
463	Syracuse to Binghamton.....			19								
475	North Portland to Watertown.....	6		6	3,300 43		40 94	700	306	4,306 00		56 65
		70										

D—Continued.

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		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
NEW JERSEY.													
3901	New York to New Brunswick.....	36	19	10	13,500 00	375 00	1,560	1,375 00	16,435 00	16,435 00	.....	.....	.....
3902	New York to Easton.....	36	12	6	6,400 00	100 00	1,700	1,375 00	1,375 00	9,467 00	.....	456 52	.....
3903	New York to Hackettstown.....	64	12	6	6,400 00	100 00	800	1,338 00	8,438 00	9,467 00	.....	129 17	.....
3904	New Brunswick to Philadelphia.....	63	12	6	90,350 00	375 00	9,340	1,917 00	94,507 00	94,507 00	.....	133 83	.....
3905	Waterloo to Newton.....	54	12	6	50,550 00	50 00	.....	50 00	50 00	600 00	.....	54 54	.....
3906	Janeshburg to Freehold.....	11	6	6	572 00	52 00	.....	.....	.....	572 00	.....	52 00	.....
3907	Trenton to Belvidere.....	64	12	6	2,850 00	50 00	800	674 00	5,394 00	5,394 00	.....	69 14	.....
3908	Branch to Flemington.....	13	7	6	8,600 00	136 11	.....	341 00	10,141 00	10,141 00	.....	140 84	.....
3909	Philadelphia to South Amboy.....	72	12	6	2,572 00	42 86	.....	467 00	3,039 00	3,039 00	.....	50 63	.....
3910	Camden to Atlantic City.....	60	12	6	350 00	50 00	.....	.....	350 00	350 00	.....	50 00	.....
3911	Burlington to Mount Holly.....	7	12	6	.....	.....	.....	.....	.....	.....	77,673 00	.....	170 70
PENNSYLVANIA.													
3001	Philadelphia to Columbia.....	70	14	14	14,000 00	300 00	1,177	1,586 00	16,763 00	16,763 00	.....	329 47	.....
3002	Philadelphia to Pottsville.....	134	12	6	14,615 00	50 00	1,600	4,903 00	20,951 00	20,951 00	.....	306 40	.....
3003	West Chester to Philadelphia.....	97	12	6	14,318 00	146 58	.....	.....	1,020 00	1,020 00	.....	30 60	.....
3004	Lancaster to Harrisburg.....	34	12	6	7,525 00	300 00	623	900 00	8,346 00	8,346 00	.....	221 87	.....
3005	Columbia to Middletown.....	378	14	6	815 00	42 90	.....	440 00	1,255 00	1,255 00	.....	66 05	.....
3006	Port Clinton to Williamsport.....	119	12	6	11,900 00	100 00	1,275	1,963 00	15,158 00	15,158 00	.....	127 37	.....
3007	Schoykill Haven to Tremont.....	12	6	6	1,500 00	45 83	.....	.....	350 00	350 00	.....	45 83	.....
3008	Sanbury to Mount Carmel.....	28	6	6	1,400 00	50 00	700	1,173 00	1,400 00	1,400 00	.....	50 00	.....
3009	Easton to Mauch Chunk.....	46	6	6	2,300 00	50 00	1,400	1,672 00	11,252 00	11,252 00	.....	90 71	.....
3010	Great Bend to New Hampton.....	133	6	6	1,980 00	30 00	.....	.....	1,770 00	1,770 00	.....	84 60	.....
3011	Harrisburg to Auburn.....	59	6	6	5,300 00	100 00	700	100 00	6,000 00	6,000 00	.....	115 36	.....
3012	Harrisburg to Chambersburg.....	52	12	6	50,000 00	900 00	3,600	4,114 50	59,314 50	59,314 50	.....	311 48	.....
3013	Branch to Hollidaysburg.....	10	7	7	1,000 00	50 00	.....	.....	650 00	650 00	.....	50 00	.....
3014	Branch to Indiana.....	90	7	7	650 00	50 00	.....	.....	900 00	900 00	.....	57 14	.....
3015	Sanbury to Milton.....	13	12	6	600 00	42 83	.....	.....	386 00	386 00	.....	114 84	.....
3016	Williamsport to Elmira.....	77	12	6	7,700 00	100 00	825	.....	8,661 00	8,661 00	.....	.....	.....

3273	Blossburg to Corning.....	40	.....	2,000 00	.....	50 00	700	984 00	.....	2,984 00	.....	74 10
3300	Huntingdon to Allegheny.....	34	.....	1,700 00	.....	50 00	.....	.....	.....	1,700 00	.....	50 00
3410	Pittsburg to Kittanning.....	43	.....	3,150 00	.....	73 52	700	.....	.....	3,850 00	.....	89 53
3448	Northville to Erie.....	50	.....	4,000 00	.....	90 00	.....	247 00	.....	4,247 00	.....	919 35
3480	Sturzburg to Lemon Place.....	4	.....	6,172 00	.....	43 00	.....	.....	.....	172 00	.....	43 00
3485	Scranton to Kingston.....	18	.....	540 00	.....	30 00	.....	.....	.....	540 00	.....	30 00
3510	Philadelphia to Easton.....	54.19	.....	.....	.....	43 88	.....	.....	.....	2,756 00	.....	43 86
3511	Branch to Doylestown.....	10.11	.....	.....	.....	40 00	700	153 00	.....	3,935 00	.....	43 75
	Pittsburg to Connellsville.....	60	1,387.3	.....	146,521 00	.....	.....	.....	.....	.....	177,354 50	197 84
DELAWARE.												
3518	Wilmington to Seaford.....	85.1	85.1	6,383 50	.....	75 00	1,400	2,910 00	10,699 50	.....	10,699 50	195 64
MARYLAND.												
3501	Baltimore to Washington, D. C.....	40	.....	12,000 00	.....	300 00	1,972	740 00	14,712 00	.....	.....	387 80
3503	Baltimore to Wheeling, Va.....	179	.....	94,900 00	.....	300 00	5,400	2,765 50	102,363 50	.....	.....	969 37
3509a	Branch to Frederick.....	3	.....	.....	.....	100 00	.....	.....	.....	.....	.....	115 38
3503	Grafton to Parkersburg.....	104	.....	10,400 00	.....	100 00	1,600	.....	12,000 00	.....	.....	433 16
3504	Baltimore to Philadelphia, Pa.....	102	.....	37,500 00	.....	387 64	5,088	1,651 50	44,182 50	.....	.....	950 45
3504	Baltimore to Harrisburg, Pa.....	86	.....	.....	.....	50 00	3,600	89 50	21,539 50	.....	.....	149 90
3519	Branch to Columbia, Pa.....	13	.....	17,850 00	.....	143 90	.....	.....	.....	.....	.....	.....
	Annapolis to Annapolis Junction.....	90	748	2,838 00	.....	.....	.....	.....	.....	.....	197,655 50	984 94
OHIO.												
9006	Bel Air to Columbus.....	1374	.....	97,575 00	.....	900 00	9,400	545 00	30,590 00	.....	.....	931 36
9010	Steubenville to Newark.....	116	.....	8,700 00	.....	75 00	.....	.....	.....	.....	.....	96 81
9050	Branch, Meigs to Cadiz.....	8	.....	6,240 00	.....	30 00	1,400	425 00	10,765 00	.....	.....	153 39
9097	Pittsburg to Laporte.....	413	.....	56,787 50	.....	137 50	4,800	1,763 00	63,350 50	.....	.....	931 86
9106	Erie, Pa. to Cleveland, Ohio.....	96	.....	16,900 00	.....	925 00	1,800	1,859 00	28,559 00	.....	.....	154 99
	Cleveland to Wellsville.....	54	.....	.....	.....	150 00	.....	.....	.....	.....	.....	915 59
9110	Cleveland to Toledo.....	414	.....	12,937 50	.....	100 00	1,600	993 00	15,499 50	.....	.....	47 12
9114	Hudson to Millersburg.....	110	.....	22,000 00	.....	900 00	1,600	115 00	23,715 00	.....	.....	51 91
9130	Bayard to New Philadelphia.....	63	.....	1,860 00	.....	50 00	700	393 00	2,942 00	.....	.....	30 00
9131	Oneida Mills to Carrollton.....	32	.....	6,372 00	.....	43 86	400	59 00	1,831 00	.....	.....	116 83
9142	Sandusky to Newark.....	13	.....	6,360 00	.....	30 00	.....	.....	.....	.....	.....	328 29
9171	Columbus to Cleveland.....	194	.....	12,400 00	.....	100 00	1,400	688 00	14,488 00	.....	.....	945 63
9177	Columbus to Xenia.....	60	.....	29,100 00	.....	925 00	1,800	1,157 00	32,057 00	.....	.....	56 56
9178	Columbus to Piqua.....	55	.....	12,375 00	.....	925 00	1,800	925 00	13,510 00	.....	.....	159 53
9188	Gallion to Union City.....	73	.....	3,199 00	.....	42 86	700	300 00	4,189 00	.....	.....	.....
	.....	119	.....	17,850 00	.....	150 00	1,900	125 00	19,175 00	.....	.....	.....

* Includes \$2,700, being 25 per cent. on \$300 a mile, for night service and for a third extra trip.
 † Includes \$4,650, being 25 per cent. on \$300 a mile, for night service and for a third extra trip.
 ‡ Includes \$6,500 for ferry at night, and accommodation for agents in night train.

D—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
OHIO—Continued.													
9374	Toledo to Cleveland.....	114		6	5,700 00		50 00	1,600	781 00	8,081 00		77 64	
9375	Toledo to Danville.....	950		12	25,000 00		100 00	3,900	1,678 00	29,878 00		119 51	
9376	Toledo to Bryan.....	55		6	2,750 00		50 00	700	130 00	3,560 00		65 09	
9398	Cincinnati to Richmond.....	73		6	4,693 00		64 59	600	873 00	6,365 00		87 19	
9393	Cincinnati to Dayton.....	60		12	7,500 00		125 00	666	1,034 00	9,300 00		155 56	
9396	Cincinnati to Springfield.....	19		6									
				13	16,585 00		935 00	900	1,795 00	19,150 00		297 97	
9394	Loveland to Marietta.....	174		19	17,400 00		100 00	1,400	1,073 00	19,873 00		114 91	
9395	Blanchester to Hillsboro'.....	91		6	7,875 00		37 50		390 00	886 50		29 35	
9399	Morrow to Zanesville.....	133		6	9,975 00		75 00	1,600	964 00	19,539 00		147 37	
9390	Xenia to Dayton.....	47		12	9,125 00		125 00	912	9,337 00	20,539 00		173 47	
9371	Dayton to Union City.....	47		6	2,100 00		50 00	588	40 00	2,978 00		63 38	
9373	Dayton to Sidney.....	48		6	2,350 00		50 00		9,970 00	12,320 00		159 38	
9374	Springfield to Sandusky.....	131		12	13,900 00		100 00		100 00	14,947 00		113 93	
9391	Branch, Carey to Finley.....	16		6	4,480 00		30 00	1,468	979 00	9,480 00		30 00	
9392	Springfield to Delaware.....	50		6	9,143 00		49 86		105 00	9,948 00		44 96	
9394	Springfield to Dayton.....	94		12	9,400 00		100 00	966	9,871 00	21,663 00		119 63	
9406	Portsmouth to Reed's Mills.....	56		6	2,400 00		49 86	700	3,100 00	5,500 00		55 35	
9407	Cleveland to Youngstown.....	67		6	3,350 00		50 00	800	448 00	4,598 00		68 63	
9409	Union City to Indianapolis.....	85		12	12,750 00		150 00	1,200	305 00	14,255 00		167 35	
			3,064			389,514 50					414,087 50		133 75
VIRGINIA.													
4801	Aquia Creek to Richmond.....	75		14	11,425 00		150 00	993	450 00	12,667 00		168 16	
4802	Richmond to Petersburg.....	94		14	7,350 00		300 00	1,000		8,350 00		340 81	
4803	Petersburg to Weldon, N. C.....	64		14	19,900 00		300 00	3,000	100 00	22,200 00		346 43	
4804	Washington, D. C., to Richmond.....	171		14	42,750 00		250 00			43,000 00		253 80	
4831	Branch to Wrentham.....	9		7	4,450 00		50 00	5,000	111 00	4,561 00		50 67	
4836	Tudor Hall to Woodstock.....	74		6	3,193 15		49 98	1,900	254 00	3,447 15		63 37	
4854	Richmond to Danville.....	141		6	14,150 00		100 00	1,400	50 00	16,600 00		117 31	
4855	Petersburg to Lynchburg.....	193		6	13,300 00		100 00	1,600		14,900 00		113 00	
4856	Lynchburg to Bristol.....	304		6	50,400 00		100 00	3,500	1,164 00	52,064 00		171 39	
4857	Gordonsville to Millboro' Springs Station.....	62.15		7	8,848 00		93 48	1,600	100 00	10,548 00		103 76	
4863	Gordonsville to Millboro' Springs Station.....	62.15		14	17,696 00		186 96			21,064 00		211 52	

4957	Petersburgh to City Point.....	19	6	600 00	.....	50 00	.....	600 00	.....	50 00	.....
4961	Hickford to Gaston, N. C.....	50	7	1,000 00	.....	50 00	.....	1,000 00	.....	50 00	.....
4973	Portsmouth to Weldon, N. C.....	80	7	8,000 00	.....	100 00	.....	8,000 00	.....	100 00	.....
5001	Winchester to Harper's Ferry.....	38	6	3,300 00	.....	100 00	.....	3,300 00	.....	101 25	.....
		1,132 65	.....	.....	152,766 15	.....	.....	.....	176,170 15	.....	155 54
NORTH CAROLINA.											
5001	Weldon to Wilmington.....	163	14	48,600 00	.....	300 00	.....	51,730 00	.....	312 32	.....
5010	Goldstone to Charlotte.....	525	7	52,300 00	.....	100 00	.....	52,540 00	.....	119 00	.....
5055	Raleigh to Weldon.....	99	7	9,900 00	.....	100 00	.....	11,694 00	.....	117 41	.....
5072	Charlotte Station to Clarksville.....	28	6	944 45	.....	42 86	.....	944 45	.....	42 86	.....
		506	.....	.....	81,744 45	.....	.....	.....	90,838 45	.....	179 59
SOUTH CAROLINA.											
6001	Columbia to Greenville.....	1664	6	15,600 00	.....	93 55	.....	17,156 00	.....	102 86	.....
6008	Columbia to Charlotte.....	110	6	11,700 00	.....	106 35	.....	13,363 00	.....	121 29	.....
6011	Kingsville to Wilmington.....	171	14	42,750 00	.....	920 00	.....	47,263 00	.....	976 32	.....
6012	Kingsville to Augusta.....	117	14	37,787 50	.....	924 53	.....	31,940 50	.....	367 01	.....
	Branch to Columbia.....	37	14	6,068 50	.....	50 00	.....	6,068 50	.....	334 53	.....
	Branch to Camden.....	39	14	1,950 00	.....	50 00	.....	2,100 00	.....	53 85	.....
	Branch to Branchville.....	64	14	15,900 00	.....	927 50	.....	16,973 00	.....	254 95	.....
6017	Furman to Cheraw.....	40	7	2,000 00	.....	50 00	.....	2,425 00	.....	60 64	.....
6060	Cheraw to Yorkville.....	524	6	1,400 00	.....	59 57	.....	1,400 00	.....	59 57	.....
6113	Newbury C. H. to Laurens C. H.....	31	6	1,398 57	.....	42 86	.....	1,398 57	.....	42 86	.....
6157	Aston to Simsville.....	55	6	1,071 43	.....	42 86	.....	1,071 43	.....	42 86	.....
		8144	.....	.....	135,850 00	.....	.....	.....	136,660 00	.....	171 51
GEORGIA.											
6301	Savannah to Macon.....	183	14	92,100 00	.....	151 56	.....	31,640 00	.....	164 79	.....
6302	Macon to Atlanta.....	108	7	10,300 00	.....	100 00	.....	10,380 00	.....	101 76	.....
6303	Macon to Columbus.....	103	14	15,300 00	.....	150 00	.....	16,700 00	.....	163 74	.....
6304	Port Valley to Adams' Depot.....	61	7	4,575 00	.....	75 00	.....	4,575 00	.....	75 00	.....
6314	Millin to Augusta.....	54	18	8,100 00	.....	150 00	.....	9,000 00	.....	168 66	.....
6323	Millidgeville to Gordon.....	17	7	1,000 00	.....	58 83	.....	1,000 00	.....	58 83	.....
6326	Millidgeville to Easton.....	93	7	1,150 00	.....	50 10	.....	1,150 00	.....	50 00	.....
6391	Augusta to Atlanta.....	1744	14	41,818 00	.....	924 60	.....	44,423 00	.....	249 31	.....
	Branch, Conant to Warrenton.....	34	7	50,543 75	.....	237 50	.....	51,968 75	.....	253 97	.....
6393	Atlanta to West Point.....	864	14	92,750 00	.....	163 50	.....	96,334 00	.....	168 10	.....
6393	Atlanta to Chattanooga, Tenn.....	140	14	950 00	.....	50 00	.....	9,950 00	.....	50 00	.....
6396	Double Wells to Washington.....	19	6	2,000 00	.....	50 00	.....	2,000 00	.....	50 00	.....
6399	Union Point to Athens.....	40	6	1,108 00	.....	58 31	.....	1,108 00	.....	58 31	.....
6465	Kington to Rome.....	19	7	.....	.....	.....	.....	.....	.....	.....	.....
		1,0331	.....	.....	159,394 75	.....	.....	.....	171,938 75	.....	165 63

• Seven times a week four months; three times a week eight months.

D—Continued.

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6670	FLORIDA. Tallahassee to St. Marks.....	31	31	*	1,087 50	1,087 50	50 00	1,087 50	1,087 50	50 00	50 00
13002a	MICHIGAN. Detroit to Monroe.....	40	40	12	4,000 00	.....	100 00	800	60	4,860 00	.....	121 50	.....
13003	Detroit to Chicago.....	282½	282½	12	42,375 00	.....	150 00	2,700	894	45,969 00	.....	162 70	.....
13003a	Lake Station to Joliet.....	45	45	6	1,929 00	.....	43 86	.....	.....	1,929 00	.....	43 86	.....
13005	Detroit to St. Johns.....	994	994	6	7,462 00	.....	75 00	1,400	506	9,368 00	.....	94 15	.....
13018	Toledo to Chicago.....	942	942	12	36,300 00	.....	150 00	3,600	1,892	41,792 00	.....	172 70	.....
13019	Monroe to Adrian.....	36	36	6	3,048 00	.....	85 71	.....	.....	3,066 00	.....	85 71	.....
13020	White Pigeon to Three Rivers.....	13	13	6	3,245 00	.....	25 00	.....	900	525 00	.....	40 38	.....
13021	Elkhart to Goshen.....	10	10	6	459 00	.....	42 86	.....	.....	459 00	.....	42 86	.....
13025	Adrian to Jackson.....	40	40	6	1,714 00	.....	43 86	.....	185	1,899 00	.....	47 47	.....
			808	...	97,620 00	.....	.....	.....	.....	109,837 00	.....	135 96	.....
14500	INDIANA. Indianapolis to Cincinnati.....	112½	112½	12	11,350 00	.....	100 00	1,600	508	13,452 00	.....	118 52	.....
14502	Indianapolis to Madison.....	87	87	6	4,350 00	.....	50 00	800	40	5,190 00	.....	59 65	.....
14503	Indianapolis to Lafayette.....	64	64	12	9,600 00	.....	150 00	800	918	10,618 00	.....	165 90	.....
14505	Indianapolis to Peru.....	78	78	6	3,900 00	.....	50 00	800	110	4,810 00	.....	61 66	.....
14511	Franklin to Martinsville.....	26	26	6	780 00	.....	30 00	.....	.....	780 00	.....	30 00	.....
14512	Edinburgh to Shelbyville.....	17	17	6	796 00	.....	42 00	.....	49	777 00	.....	45 70	.....
14515	Jeffersonville to Edinburgh.....	49	49	12	8,995 00	.....	125 00	1,600	950	10,775 00	.....	129 93	.....
14516	New Albany to Michigan City.....	38	38	12	9,050 00	.....	100 00	3,900	1,475	96,675 00	.....	93 62	.....
14519	Evansville to Terre Haute.....	110	110	6	8,250 00	.....	75 00	1,400	475	10,050 00	.....	91 36	.....
14533	Cincinnati to Vincennes.....	194	194	12	32,100 00	.....	150 00	1,500	653	31,553 00	.....	163 64	.....
14763	Richmond to Loganport.....	72	72	6	3,139 00	.....	42 00	1,800	918	4,147 00	.....	56 80	.....
			1,197½	...	102,162 00	.....	.....	.....	.....	118,637 00	.....	93 37	.....

ILLINOIS.									
13050a	Terre Haute, Ia. to St. Louis, Mo.	1854	19,550 00	100 00	3,000	894	921,374 00	119 56	.....
13053	Danville to Naples.	1684	19,657 00	75 00	9,400	1,031	16,080 00	95 35	.....
13064	Chicago to St. Louis.	592	29,200 00	100 00	3,200	1,333	37,533 00	114 84	.....
13061a	Hillman to Vincennes, Ia.	147	22,050 00	150 00	3,200	9,838	28,068 00	191 07	.....
13062a	Gateburg to Junction.	90	3,457 00	42 86	.....	.....	3,857 00	42 86	.....
13091a	La Salle to Peoria.	69	3,100 00	50 00	800	546	4,446 00	71 71	.....
13092a	Chicago to Rock Island	181	14,100 00	100 00	9,400	703	91,903 00	117 41	.....
13093	Chicago to Freeport.	191	12,100 00	100 00	1,600	291	15,651 00	115 63	.....
13094	Dundeth to Cairo.	451	45,400 00	100 00	5,600	4,651	56,051 00	192 58	.....
13095	Chicago to Centralia.	953	10,943 00	42 86	9,100	940	13,163 00	59 10	.....
13096	Chicago to Fulton.	136	10,300 00	75 00	1,600	678	12,478 00	91 75	.....
13097	Chicago to Janesville	91	3,900 00	42 86	1,600	183	5,683 00	69 56	.....
13098a	Chicago to Milwaukee	85	8,300 00	100 00	1,400	96	9,960 00	117 60	.....
13099	Gateburg to Quincy.	101	10,100 00	100 00	1,400	749	12,949 00	121 37	.....
13100	Turner to St. Charles.	7	300 00	42 86	600	255	3,748 00	42 86	.....
13101	Egin to Whitewater.	56	9,503 00	125 00	.....	.....	.....	55 53	.....
13102	Junction to East Burlington.	139	12,300 00	100 00	9,400	9,384	94,374 00	135 41	.....
WISCONSIN.									
13155a	Racine to Freeport.	101	4,329 10	42 86	1,400	434	6,163 00	61 00	.....
13156	Milwaukee to Prairie du Chien.	191	11,460 00	60 00	9,400	664	14,594 00	76 04	.....
13157a	Horton to Ripon.	31	1,329 00	42 86	500	250	9,079 00	67 06	.....
13171	Milton to Janesville.	12	600 00	50 00	.....	.....	600 00	50 00	.....
13180	Fond du Lac to Junction.	30	1,286 00	42 86	500	.....	1,786 00	59 53	.....
13181	Milwaukee to Portage City.	95	4,073 00	42 86	1,400	1,914	6,697 00	70 49	.....
13182	Milwaukee to Columbus.	64	5,741 00	42 86	1,700	.....	8,441 00	53 76	.....
13183	.....	524	25,818 00	.....	.....	.....	35,990 00	67 15	.....
IOWA.									
9321a	Burlington to Mt. Pleasant.	99.5-6	1,378 00	42 86	.....	.....	1,378 00	42 86	.....
MISSOURI.									
9030	St. Louis to Jefferson City.	125	15,825 00	125 00	1,600	100	17,335 00	138 60	.....
KENTUCKY.									
8802	Louisville to Lexington.	94	8,100 00	86 17	1,600	1,597	11,597 00	190 18	.....
8815	Lexington to Covington.	97	9,766 00	100 00	1,600	1,188	12,546 00	198 47	.....
13184	.....	191	17,866 00	.....	.....	.....	.....	194 40	.....

* Six times a week seven months ; three times a week five months.

D—Continued.

Number of route.	Terminal.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
TENNESSEE.													
8455	Nashville to Chattanooga	159	.....	14	95,000 00	.....	157 50	9,400	190	97,590 00	.....	173 50	.....
8456	Knoxville to Dalton	110	.....	14	16,500 00	.....	150 00	1,600	230	18,330 40	.....	166 70	.....
8457	Memphis to Brownsville	57 28	.....	7	9,866 00	.....	50 00	800	195	3,791 00	.....	66 13	.....
8458	Tullahoma to McMinnville	35	.....	7	1,750 00	.....	50 00	.....	.....	1,750 00	.....	50 00	.....
8459	Knoxville to Russellville	484	.....	6	2,425 00	.....	50 00	1,600	272	4,297 00	.....	88 50	.....
ALABAMA.													
7001	Opelika to West Point, Georgia	914	.....	14	5,106 25	.....	937 50	395	.....	5,431 25	.....	959 61	.....
7002	Columbus, Georgia, to Montgomery, Alabama	984	.....	14	94,125 00	.....	250 00	1,350	240	95,715 00	.....	966 47	.....
7003	Columbus, Georgia, to Guerrington, Alabama	40	.....	7	1,482 00	.....	37 05	.....	.....	1,482 00	.....	37 05	.....
7073	Memphis, Tennessee, to Stevenson, Alabama	971	.....	7	97,100 00	.....	100 00	4,000	630	31,493 00	.....	117 70	.....
7114	Branch, Moscow to Somerville	134	.....	7	675 00	.....	50 00	.....	.....	675 00	.....	50 00	.....
	Selma to Columbiana	72	.....	6	3,086 00	.....	48 86	.....	.....	3,086 00	.....	49 86	.....
MISSISSIPPI.													
7302	Jackson to Brandon	134	.....	7	1,350 00	.....	100 00	.....	.....	1,350 00	.....	100 00	.....
7304	Jackson to Vicksburg	46	.....	7	4,600 00	.....	100 00	.....	.....	4,600 00	.....	100 00	.....
7315	Jackson to Canton	94	.....	7	2,400 00	.....	100 00	.....	.....	2,400 00	.....	100 00	.....
7318	Bolton's Depot to Raymond	8	.....	6	600 00	.....	75 00	.....	.....	600 00	.....	75 00	.....
7319	Grand Gulf to Port Gibson	8	.....	6	500 00	.....	63 50	.....	.....	500 00	.....	63 50	.....
7412	St. Francisville, Louisiana, to Woodville, Mississippi	98	.....	3	1,000 00	.....	35 70	.....	.....	1,000 00	.....	35 70	.....
7408	Mobile, Alabama, to Macon, Mississippi	200	.....	6	12,000 00	.....	60 00	1,400	.....	13,400 00	.....	67 00	.....
7485	Memphis, Tennessee, to Tateville, Mississippi	40	.....	6	1,200 00	.....	30 00	1,500	.....	2,700 00	.....	66 25	.....
												.....	72 94
												.....	138 07
												.....	138 77

E.

Railroad service, as in operation on the 30th September, 1857.

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
MAINE.													
9	Waterville to Bangor.....	55	.....	6	5,500 00	.....	100 00	800 00	308 00	6,308 00	.....	191 67	.....
108	Portland to Portsmouth, N. H.....	52	.....	12	7,337 50	.....	130 72	1,321 00	300 00	9,361 50	.....	180 00	.....
109	Portland to Skowhegan, with branch Brunswick to Bath.....	119	.....	19	11,900 00	.....	100 00	1,600 00	590 00	13,390 00	.....	119 00	.....
110	Portland to State Line, Vt.....	48	.....	19	16,500 00	.....	100 00	1,600 00	586 00	18,386 00	.....	111 21	.....
111	Portland to Bar Mills.....	17	.....	6	6,800 00	.....	41 44	800 00	.....	7,600 00	.....	44 44	.....
131	Railroad Junction to Waterville.....	16	.....	6	5,800 00	.....	100 00	800 00	374 00	6,874 00	.....	191 34	.....
132	Mechanic Falls to Robins Falls.....	18	.....	6	8,855 00	.....	47 50	800 00	.....	9,655 00	.....	47 50	.....
150	Leeds Station to Livermore Falls.....	20	.....	6	1,000 00	.....	50 00	.....	75 00	1,075 00	.....	53 75	.....
		485	.....		49,193 50	.....	.....	.....	.....	57,143 50	.....	115,44	.....
NEW HAMPSHIRE.													
951	Concord to Lowell.....	50	.....	19	7,500 00	.....	150 00	653 00	600 00	8,753 00	.....	175 00	.....
952	Concord to Portsmouth.....	48	.....	19	9,400 00	.....	50 00	.....	950 00	9,450 00	.....	155 00	.....
953	Concord to Wells River Junction.....	86	.....	6	10,000 00	.....	105 96	1,352 00	.....	11,352 00	.....	119 50	.....
954	Concord to White River Junction.....	69	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....
955	Branch, Franklin to Bristol.....	13	.....	6	8,500 00	.....	103 65	901 00	.....	9,401 00	.....	114 64	.....
981	Concord to Bradford.....	96	.....	6	1,500 00	.....	57 70	920 00	.....	1,750 00	.....	68 00	.....
984	Contoosook Village to Hillsboro' Bridge.....	15	.....	6	7,500 00	.....	50 00	.....	.....	7,550 00	.....	50 83	.....
984	Manchester to Hamaker.....	24	.....	6	1,500 00	.....	53 64	700 00	.....	2,200 00	.....	75 57	.....
974	Nashua to Wilton.....	16	.....	6	900 00	.....	60 00	.....	80 00	980 00	.....	60 00	.....
974	Dover to Alton Bay.....	24	.....	6	1,400 00	.....	50 00	.....	.....	1,450 00	.....	52 00	.....
984	Great Falls to Union.....	20	.....	6	1,000 00	.....	50 00	.....	.....	1,050 00	.....	52 50	.....
985	.....	20	.....	6	1,050 00	.....	50 00	.....	.....	1,100 00	.....	55 00	.....
986	Littleton to Wells River.....	31	.....	6	.....	36,500 00	.....	346 00	.....	1,296 00	41,510 00	61 33	96 76

VERMONT.

410	Burlington to Rouse's Point.....	544	.....	6,843 75	.....	125 00	900 00	633 00	8,375 75	.....	151 70
445	White River Junction to St. Johnsbury.....	61	.....	6,100 00	.....	100 00	1,135 00	611 00	7,846 00	.....	138 63
458	Windsor to Burlington.....	174	.....	14,687 50	.....	125 00	1,306 00	565 00	16,546 50	.....	140 24
465	Rutland to North Benning.....	52	.....	5,300 00	.....	100 00	.....	.....	.....	.....	117 37
471	Branch to Benning.....	3	.....	2,325 00	.....	100 00	630 00	410 00	6,090 00	.....	149 60
478	Bellows' Falls to Windsor.....	185	.....	13,500 00	.....	125 00	465 00	150 00	3,740 00	.....	143 00
477	Bellows' Falls to Burlington.....	180	.....	13,500 00	.....	125 00	1,635 00	.....	17,135 00	.....	156 58
477	Brattleboro' to Bellows' Falls.....	34	.....	5,000 00	.....	125 00	328 00	236 00	5,758 00	.....	139 73

MASSACHUSETTS.

601	Boston to Portsmouth, N. H.....	54	.....	8,324 00	.....	154 00	1,378 00	.....	9,700 00	.....	179 63
602	Boston to South Berwick Junction.....	79	.....	10,525 00	.....	135 00	9,400 00	.....	12,925 00	.....	185 70
603	Branch, Rollinford to Great Falls.....	27	.....	4,050 00	.....	150 00	340 00	.....	4,390 00	.....	192 60
604	Boston to Lowell.....	16	.....	4,050 00	.....	150 00	.....	415 00	4,465 00	.....	192 60
605	Boston to Fitchburg.....	52	.....	12,375 00	.....	150 00	944 00	1,800 00	14,119 00	.....	327 00
606	Boston to Worcester.....	43	.....	12,375 00	.....	150 00	.....	.....	14,119 00	.....	327 00
606	Boston to Dover.....	18	.....	1,500 00	.....	50 00	.....	.....	2,000 00	.....	73 00
607	Boston to Blackstone.....	35	.....	1,500 00	.....	50 00	327 00	60 00	2,387 00	.....	136 70
608	Boston to Providence, R. I.....	19	.....	2,480 00	.....	140 00	117 00	.....	5,317 00	.....	147 00
609	Boston to Plymouth.....	40	.....	375 00	.....	40 00	.....	.....	375 00	.....	30 00
610	Boston to Medford.....	54	.....	344 00	.....	40 00	.....	.....	384 00	.....	30 00
611	Boston to Mattapan.....	54	.....	1,300 00	.....	40 00	.....	.....	1,340 00	.....	30 00
616	Salem to Lowell.....	94	.....	900 00	.....	50 00	.....	.....	950 00	.....	50 00
617	Salem to Gloucester.....	16	.....	900 00	.....	50 00	.....	.....	950 00	.....	50 00
618	Salem to Marblehead.....	4	.....	975 00	.....	50 00	.....	.....	1,025 00	.....	50 00
619	Salem to Danvers.....	12	.....	975 00	.....	50 00	.....	.....	1,025 00	.....	50 00
620	Salem to Lawrence.....	44	.....	900 00	.....	50 00	.....	.....	950 00	.....	50 00
626	Lawrence to Manchester.....	35	.....	9,000 00	.....	100 00	380 00	315 00	2,405 00	.....	192 00
626	Lawrence to Lowell.....	13	.....	1,000 00	.....	75 00	.....	.....	1,075 00	.....	75 00
630	Worcester to Lowell.....	3	.....	1,150 00	.....	50 00	400 00	.....	1,650 00	.....	50 00
631	Worcester to Woburn.....	3	.....	400 00	.....	50 00	.....	.....	450 00	.....	50 00
631	Worcester to Woburn.....	3	.....	400 00	.....	50 00	.....	.....	450 00	.....	50 00
633	Railroad Junction to Woburn.....	4	.....	900 00	.....	50 00	.....	.....	950 00	.....	50 00
635	South Acton Depot to Fitchburg.....	9	.....	500 00	.....	55 00	.....	.....	555 00	.....	55 55
636	South Acton Depot to Fitchburg.....	9	.....	500 00	.....	55 00	.....	.....	555 00	.....	55 55
637	Green Junction to Melrose Village.....	17	.....	900 00	.....	50 00	.....	.....	950 00	.....	50 00
638	Green Junction to Melrose Village.....	17	.....	900 00	.....	50 00	.....	.....	950 00	.....	50 00
639	Abnatis Station to Newton Lower Falls.....	23	.....	1,400 00	.....	61 00	.....	.....	1,461 00	.....	61 00
640	Abnatis Station to Newton Lower Falls.....	23	.....	1,400 00	.....	61 00	.....	.....	1,461 00	.....	61 00
641	Nauc to Southwick.....	9	.....	900 00	.....	50 00	.....	.....	950 00	.....	50 00
642	South Framingham to Northboro'.....	15	.....	750 00	.....	50 00	.....	.....	800 00	.....	50 00
643	South Framingham to Northboro'.....	15	.....	750 00	.....	50 00	.....	.....	800 00	.....	50 00
644	Green Depot to Milford.....	19	.....	950 00	.....	50 00	.....	.....	950 00	.....	50 00
647	Green Depot to Milbury.....	11	.....	550 00	.....	50 00	.....	.....	550 00	.....	50 00
647	Green Depot to Milbury.....	11	.....	550 00	.....	50 00	.....	.....	550 00	.....	50 00
648	North Wrentham to Medway.....	4	.....	900 00	.....	50 00	.....	.....	950 00	.....	50 00
648	North Wrentham to Medway.....	4	.....	900 00	.....	50 00	.....	.....	950 00	.....	50 00
649	Medway to Southwick.....	4	.....	5,100 00	.....	191 53	384 00	.....	5,384 00	.....	198 76
650	Medway to Southwick.....	4	.....	5,100 00	.....	191 53	384 00	.....	5,384 00	.....	198 76
654	Worcester to Natick.....	46	.....	4,400 00	.....	50 00	.....	.....	4,450 00	.....	50 00
654	Worcester to Natick.....	46	.....	4,400 00	.....	50 00	.....	.....	4,450 00	.....	50 00
655	Worcester to Albany.....	138	.....	33,150 00	.....	100 00	600 00	465 00	5,690 00	.....	132 00
656	Worcester to Albany.....	138	.....	33,150 00	.....	100 00	600 00	465 00	5,690 00	.....	132 00
659	Sterling Junction to Fitchburg.....	14	.....	1,050 00	.....	909 81	1,866 00	1,979 00	36,983 00	.....	929 63
660	Fitchburg to Bellows' Falls, Vt.....	64	.....	7,500 00	.....	75 00	571 00	.....	1,050 00	.....	75 00
660	Fitchburg to Bellows' Falls, Vt.....	64	.....	7,500 00	.....	75 00	571 00	.....	1,050 00	.....	75 00

F--Continued.

Number of route.	Terminal.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
691	Fitchburg to Brattleboro', Vt.....	Miles. 78	1,301½	6	Dollars. 6,000 00	Dollars. 77 00	Dollars. 77 00	Dollars. 700 00	Dollars. 403 00	Dollars. 7,103 00	Dollars. 1,060 00	Dollars. 91 00	Dollars. 91 00
696	Palmer to Amherst.....	50		6	1,060 00	53 00	53 00					53 00	
702	Springfield to Keene, N. H.....	50		12	7,450 00		50 00	1,067 00	459 08	8,969 00		191 47	
703	Springfield to Chicopee Falls.....	6		6	7,200 00		50 00			300 00		50 00	
720	Pittsfield to North Adams.....	21		6	1,575 00		75 00			1,575 00		75 00	
						152,140 50					170,339 50		131 86
	RHODE ISLAND.												
801	Providence to Worcester, Mass.....	44		12	5,900 00		134 00	600 00		6,500 00		147 72	
804	Providence to Stonington, Ct.....	50		12	7,500 00		150 00	384 00	375 00	8,259 00		164 78	
803	Providence to Bristol.....	15½		6	775 00		50 00		150 00	935 00		60 00	
			109½			14,175 00					15,664 00		143 00
	CONNECTICUT.												
925	Allyn's Point to Worcester, Mass.....	7		6	6,600 00		100 00	600 00	136 00	7,336 00		111 00	
927	New London to Palmer, Mass.....	59		12									
		30		12	5,000 00		75 75	600 00	1,004 00	6,604 00		100 00	
934	Middletown to Berlin Depot.....	36		6	5,925 00		75 00		60 00	6,085 00		80 00	
938	New Haven to New London.....	50		12	5,000 00		100 00	600 00	530 00	6,130 00		192 66	
940	New Haven to Springfield, Mass.....	64		12	17,900 00		975 00	1,391 00	1,269 00	20,560 00		316 87	
941	New Haven to Northampton, Mass.....	76		12									
	Branch, Farmington to Collinsville.....	78		6	6,262 50		75 00	700 00	401 00	7,363 50		88 18	
942	New Haven to New York.....	76		12	20,000 00		975 00	1,500 00	1,503 00	24,503 00		318 46	
943	Bridgeport to Winchester.....	62		12	4,650 00		75 00	700 00	345 00	5,695 00		91 85	
945	Bridgeport to Pittsfield.....	110		6									
	Branch, Vandusenville to State line.....	11		6	7,186 00		59 40	700 00	320 00	8,206 00		87 81	
947	South Norwalk to Danbury.....	24		6	1,725 00		73 00		180 00	1,905 00		89 00	
957	Waterbury to Providence, R. I.....	129½	745½	6	6,500 00		69 22	1,400 00	665 00	10,565 00	96,175 50	86 06	139 89
						84,948 50							

E—Continued.

[illegible]

Strasburg to Lemon Place	4	6	172 00	43 00	.....	.....	179 00	43 00
Strasburg to Kingston.....	18	6	546 00	30 00	.....	.....	540 00	30 00
Philadelphia to Easton.....	6	6	.....	.....	.....	.....	.....	.....
Branch to Doylestown.....	54.19	6	2,756 00	42 86	.....	.....	2,756 00	42 86
Strasburg to Conowingo.....	10.11	6	2,400 00	40 00	.....	.....	2,325 10	33 75
Branch to Port Trevorton.....	60	6	2,200 00	30 00	.....	.....	2,192 50	64 50
Branch to Port Trevorton.....	44	6	2,450 00	30 00	.....	.....	2,450 00	30 00
Port Trevorton to Trevorton.....	15	6	.....	.....	.....	.....	.....	.....
	1,469	.....	150,321 00	.....	.....	.....	181,779 50	193 99
DELAWARE.								
Wilmington to Seaford.....	85.1	12	6,382 50	75 00	1,400 00	2,910 00	10,692 50	125 64
MARYLAND.								
Baltimore to Washington, D. O.....	40	25	12,000 00	300 00	1,972 00	740 00	14,712 00	367 80
Baltimore to Wheeling, Va.....	179	13	94,200 00	300 00	.....	.....	.....	.....
Branch to Frederick.....	201	7	.....	100 00	5,400 00	2,763 50	102,363 50	969 37
Branch to Parkersburg, Va.....	3	6	10,400 00	100 00	1,600 00	.....	12,000 00	115 38
Baltimore to Philadelphia, Pa.....	104	19	137,500 00	367 64	5,028 10	1,654 50	44,162 50	433 16
Baltimore to Harrisburg.....	102	14	17,850 00	200 00	.....	.....	.....	.....
Branch to Columbia.....	86	7	.....	50 00	3,600 00	89 50	21,529 50	950 45
Annapolis to Annapolis Junction.....	13	13	2,558 00	144 94	.....	.....	2,838 00	142 90
	748	.....	174,808 00	.....	.....	.....	197,655 50	964 94
OHIO.								
Reel Air in Columbus.....	1371	12	27,575 00	200 00	2,400 00	545 00	30,590 00	221 36
Steubenville to Newark.....	116	6	8,740 00	75 00	.....	.....	.....	.....
Branch—Meane to Cadiz.....	8	6	940 00	50 00	1,400 00	425 00	10,765 00	86 81
Pittsburg to Laporte.....	413	12	56,767 50	137 50	4,800 00	1,763 00	63,350 50	153 39
Erin to Cleveland.....	96	12	19,200 00	225 00	1,800 00	1,359 00	22,259 00	221 98
Cleveland to Wellsville.....	544	12	12,627 50	150 00	.....	.....	.....	.....
Cleveland to Toledo.....	411	6	.....	100 01	1,600 00	963 00	15,499 50	154 99
Indianapolis to Millersburg.....	110	12	22,000 00	300 00	.....	115 00	22,715 00	915 59
Branch to New Philadelphia.....	63	6	1,860 00	30 00	700 00	363 00	2,922 10	47 12
Branch to New Carrollton.....	38	6	1,272 10	42 86	400 00	59 00	1,831 00	51 21
Standsbury to Newark.....	194	6	260 00	30 00	.....	.....	360 00	30 00
Columbus to Cleveland.....	60	12	29,100 00	100 00	1,400 00	688 00	14,468 00	116 83
Columbus to Xenia.....	78	12	.....	225 00	.....	.....	.....	.....
Columbus to Piquette.....	55	12	12,375 00	245 00	1,800 00	1,157 00	32,017 00	223 99
Giffin to Union City.....	73	6	3,129 00	43 86	700 00	225 00	13,510 06	945 63
Toledo to Cleveland.....	119	12	17,550 00	150 00	1,200 00	1,225 00	19,175 00	159 53
Toledo to State Line.....	114	12	5,700 00	50 00	1,600 00	781 00	8,061 00	77 64
Toledo to State Line.....	244	12	24,400 00	100 00	3,200 00	1,678 00	29,267 00	119 99

* Includes \$4,050, being 25 per cent. on \$300 a mile for night service and for a third extra trip.
† Includes \$6,900 for ferry at night, and accommodation for agents in night trains.

† Includes \$6,900 for ferry at night, and accommodation for agents in night trains.

E—Continued.

Number of route.	Terminl.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
OHIO—Continued.													
9276	Toledo to Elkhart.....	133	Miles.	6	Dollars, 6,650 00	Dollars.	50 00	1,400 00	130 00	8,180 00	Dollars.	61 50	Dollars.
9292	Cincinnati to Richmond.....	73	.....	6	4,683 00	.....	64 50	1,400 00	873 00	6,355 00	.....	87 19	.....
9303	Cincinnati to Dayton.....	60	.....	19	7,500 00	.....	135 00	666 00	1,034 00	9,300 00	.....	155 56	.....
9306	Cincinnati to Springfield.....	19	.....	13	15,535 00	.....	100 00	900 00	1,725 00	19,150 00	.....	287 97	.....
9324	Loveland to Marietta.....	65	.....	19	17,400 00	.....	100 00	1,400 00	1,073 00	19,873 00	.....	114 21	.....
9325	Blanchester to Hillsboro'.....	174	.....	6	9,775 00	.....	37 50	1,600 00	964 00	19,539 00	.....	30 35	.....
9329	Morrow to Zanesville.....	133	.....	19	9,135 00	.....	75 00	568 00	40 00	9,978 00	.....	94 97	.....
9330	Xenia to Dayton.....	17	.....	6	9,100 00	.....	50 00	588 00	100 00	9,900 00	.....	63 38	.....
9371	Dayton to Union City.....	47	.....	6	13,900 00	.....	100 00	1,468 00	979 00	14,947 00	.....	113 29	.....
9372	Dayton to Sidney.....	42	.....	6	13,900 00	.....	30 00	480 00	105 00	9,248 00	.....	44 96	.....
9391	Springfield to Sandusky.....	138	.....	6	9,103 00	.....	49 86	966 00	205 00	9,871 00	.....	119 69	.....
9392	Springfield to Dayton.....	50	.....	6	9,400 00	.....	100 00	966 00	105 00	9,871 00	.....	55 35	.....
9394	Springfield to Dayton.....	94	.....	6	9,400 00	.....	49 86	700 00	448 00	4,598 00	.....	66 69	.....
9406	Portsmouth to Reed's Mills.....	56	.....	6	3,350 00	.....	50 00	800 00	305 00	14,355 00	.....	167 35	.....
9407	Cleveland to Youngstown.....	67	.....	6	19,750 00	.....	150 00	1,900 00	305 00	.....	.....	.....	.....
9409	Union City to Indianapolis.....	85	.....	19	.....	.....	.....	.....	.....	.....	.....	.....	.....
VIRGINIA.													
4801	Annie Creek to Richmond.....	754	.....	14	11,325 00	.....	150 00	932 00	450 00	19,697 00	.....	168 16	.....
4802	Richmond to Petersburg.....	244	.....	14	7,350 00	.....	300 00	1,000 00	.....	.....	.....	340 81	.....
4803	Petersburg to Weldon, N. C.....	64	.....	14	19,900 00	.....	300 00	3,000 00	111 00	92,390 00	.....	348 43	.....
4831	Washington, D. C., to Richmond.....	171	.....	14	49,750 00	.....	550 00	5,000 00	100 00	47,961 00	.....	979 68	.....
4832	Branch to Warrenton.....	9	.....	7	450 00	.....	50 00	.....	.....	.....	.....	50 00	.....
4833	Tudor Hall to Woodstock.....	741	.....	6	3,193 15	.....	49 86	1,300 00	254 00	4,647 15	.....	69 37	.....
4834	Richmond to Danville.....	1414	.....	6	14,500 00	.....	100 00	2,400 00	50 00	15,000 00	.....	117 31	.....
4855	Petersburg to Lynchburg.....	193	.....	6	19,300 00	.....	100 00	1,600 00	.....	.....	.....	113 00	.....
4856	Lynchburg to Bristol.....	904	.....	6	30,600 00	.....	150 00	3,300 00	1,164 00	34,864 00	.....	171 40	.....
4857	Gordonville to Jackson River.....	69.15	.....	7	10,900 00	.....	85 90	9,400 00	100 00	19,581 00	.....	104 71	.....
TOTALS.													
			3,1674		393,814 00					418,697 50			132 16

4667	Petersburg to City Point.....	19	.....	6	600 00	.....	50 00	.....	600 00	.....	50 00	.....
4668	Hickford to Gaston, N. C.....	90	.....	7	1,000 00	.....	50 00	.....	9,000 00	.....	50 00	.....
4671	Portsmouth to Weldon, N. C.....	90	.....	7	8,000 00	.....	100 00	.....	113 00	.....	118 86	.....
5001	Winchester to Harper's Ferry.....	32	.....	6	3,300 00	.....	100 00	.....	40 00	.....	101 25	.....
			1,151 15							186,403 15		163 79
NORTH CAROLINA.												
5601	Weldon to Wilmington.....	163	.....	14	48,500 00	.....	300 00	.....	3,000 00	.....	319 32	.....
5610	Goldboro' to Charlotte.....	923	.....	7	22,300 00	.....	100 00	.....	1,600 00	.....	118 86	.....
5665	Raleigh to Weldon.....	99	.....	7	9,900 00	.....	100 00	.....	1,600 00	.....	117 41	.....
5673	Clarksville Station to Clarksville.....	22	.....	6	944 45	.....	42 86	.....	.....	.....	42 86	.....
			506							90,759 45		179 36
SOUTH CAROLINA.												
6001	Columbia to Greenville.....	1664	.....	6	15,600 00	.....	83 55	.....	1,400 00	.....	102 86	.....
6008	Columbia to Charlotte.....	110	.....	6	11,700 00	.....	106 36	.....	1,400 00	.....	131 59	.....
6011	Kingsville to Wilmington.....	171	.....	14	42,750 00	.....	250 00	.....	4,000 00	.....	976 23	.....
6013	Kingsville to Augusta.....	117	.....	14	27,787 50	.....	237 50	.....	3,000 00	.....	367 01	.....
	Branch to Columbia.....	97	.....	14	6,082 50	.....	294 53	.....	.....	.....	924 53	.....
	Branch to Camden.....	39	.....	7	1,950 00	.....	50 00	.....	1,000 00	.....	53 85	.....
	Branch to Branchville.....	64	.....	14	1,500 00	.....	237 50	.....	.....	.....	254 25	.....
6017	Florence to Cheraw.....	40	.....	7	9,000 00	.....	59 57	.....	.....	.....	59 57	.....
6080	Cheraw to C. H. to Yorkville.....	224	.....	6	1,400 00	.....	42 86	.....	.....	.....	42 86	.....
6113	Newbury C. H. to Laurens C. H.....	31	.....	6	1,288 57	.....	42 86	.....	.....	.....	42 86	.....
6157	Alston to Sikesville.....	25	.....	6	1,071 43	.....	42 86	.....	.....	.....	42 86	.....
6183	Charleston to Lynch's Lake.....	80	.....	6	3,429 00	.....	42 86	.....	.....	.....	50 83	.....
			894½							143,710 00		160 70
GEORGIA.												
6301	Savannah to Macon.....	192	.....	14	20,100 00	.....	151 56	.....	9,400 00	.....	164 70	.....
6302	Macon to Atlanta.....	102	.....	7	10,300 00	.....	100 00	.....	1,350 00	.....	101 76	.....
6303	Macon to Columbus.....	102	.....	14	15,300 00	.....	150 00	.....	.....	.....	163 72	.....
6304	Port Valley to Speed.....	68	.....	7	5,100 00	.....	75 00	.....	.....	.....	75 00	.....
6314	Millin to Augustan.....	54	.....	14	8,100 00	.....	150 00	.....	900 00	.....	166 66	.....
6323	Millidgeville to Gordon.....	17	.....	7	1,000 00	.....	58 82	.....	.....	.....	58 82	.....
6326	Millidgeville to Easton.....	23	.....	7	1,000 00	.....	50 00	.....	.....	.....	50 00	.....
6391	Augusta to Atlanta.....	1741	.....	7	1,150 00	.....	.....	.....	.....	.....	249 31	.....
	Branch, Camak to Warrenton.....	31	.....	14	41,818 00	.....	234 60	.....	9,400 00	.....	905 00	.....
6393	Atlanta to West Point.....	864	.....	14	30,543 75	.....	237 50	.....	1,975 00	.....	953 87	.....
6393	Atlanta to Chattahoochee, Tenn.....	140	.....	14	92,750 00	.....	163 50	.....	3,300 00	.....	148 10	.....
6396	Double Wells to Washington.....	19	.....	6	950 00	.....	50 00	.....	.....	.....	50 00	.....
6399	Union Point to Athens.....	40	.....	6	2,000 00	.....	50 00	.....	.....	.....	50 00	.....
6445	Kingsburg to House.....	19	.....	7	1,108 00	.....	58 31	.....	.....	.....	58 31	.....
6532	Brunswick to Sallia.....	204	.....	3	1,907 50	.....	30 00	.....	907 50	.....	30 00	.....
6534	Savannah to McIntosh.....	31	.....	6	1,329 00	.....	42 86	.....	.....	.....	42 86	.....
			1,102½							173,990 25		157 85

* Seven times a week 4 months; three times a week 8 months.

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.	(^c)	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
6870	FLORIDA.	214			1,067.50		50.00			1,067.50		50.00	
6872	Tallahassee to St. Mark's.....	47		6	2,350.00	3,437.50	50.00			2,350.00	3,437.50	50.00	
	Fernandina to Baldwin.....		682										50.00
13002a	MICHIGAN.												
13003	Detroit to Toledo.....	85		12	6,500.00		100.00	800.00	200.00	7,500.00		116.30	
13004	Detroit to Chicago.....	2824		12	42,375.00		150.00	2,700.00	594.00	45,969.00		163.70	
13005	Lake station to Joliet.....	45		6	1,929.00		42.48			1,929.00		43.86	
13006	Detroit to Lowell.....	1404		6	10,537.00		75.00	1,400.00	750.00	12,687.00		90.99	
13018	Talrodo to Chicago.....	242		12	38,300.00		150.00	3,600.00	1,892.00	41,792.00		172.70	
13019	Monroe to Adrian.....	36		6	3,084.00		85.71			3,084.00		85.71	
13020	White Pigeon to Three Rivers.....	13		6	325.00		25.00	325.00	200.00	525.00		40.38	
13021	Elkhart to Goshen.....	10		6	479.00		43.86			479.00		43.86	
13025	Adrian to Jackson.....	40		6	1,714.00		42.86		185.00	1,899.00		47.47	
			874			103,195.00					115,676.00		139.58
14500	INDIANA.												
14502	Indianapolis to Cincinnati, Ohio.....	1134		12	11,350.00		100.00	1,400.00	592.00	13,452.00		118.52	
14503	Indianapolis to Madison.....	87		6	4,350.00		50.00	800.00	40.00	5,190.00		59.65	
14505	Indianapolis to Lafayette.....	64		12	9,600.00		150.00	800.00	218.00	10,618.00		163.90	
14506	Indianapolis to Peru.....	78		6	3,100.00		50.00	800.00	110.00	4,010.00		81.66	
14518	Franklin to Martinsville.....	36		6	780.00		30.00			780.00		30.00	
14519	Edinburg to Shelbyville.....	17		6	726.00		42.00		49.00	777.00		45.70	
14515	Jeffersonville to Edinburg.....			12			125.00						
		36		12	8,925.00		100.00	1600.00	250.00	10,775.00		139.93	
14516	New Albany to Michigan City.....	61		6	36,650.00		100.00	3200.00	1,425.00	31,975.00		106.35	
14520	Evansville to Terre Haute.....	110		12	8,250.00		75.00	1,400.00	475.00	10,050.00		91.36	

14523	Cincinnati to Vincennes.....	340	19	58,500 00	141,533 00	175 00	3,600 00	2,984 00	65,184 00	191 71
14763	Richmond to Logansport.....	110	6	5,500 00		50 00	800 00	293 00	6,597 00	56 80
			1,310½						159,508 00	191 71
ILLINOIS.										
13352a	Terre Haute, Ind., to St. Louis, Mo.....	193½	19	19,550 00		100 00	3,000 00	824 00	23,374 00	119 56
13353	State Line to Naples.....	174½	19	13,107 00		75 00	2,400 00	1,323 00	16,840 00	96 36
13354	Chicago to St. Louis, Mo.....	293½	19	94,800 00		100 00	3,200 00	1,133 00	33,531 00	114 84
13354a	Gateburg to Junction.....	60	6	3,457 00		43 86			3,457 00	43 86
13354b	LaSalle to Peoria.....	63	6	3,100 00		50 00	800 00	546 00	4,446 00	71 71
13436	Chicago to Rock Island.....	181	19	18,100 00		100 00	2,400 00	703 00	21,203 00	117 14
13439	Chicago to Freeport.....	121	19	12,100 00		100 00	1,600 00	591 00	13,991 00	115 63
13440	Danville to Cairo.....	434	19	45,400 00		100 00	5,600 00	4,651 00	55,651 00	123 58
13441	Chicago to Centralia.....	253	6	10,843 00		43 86	2,100 00	910 00	13,183 00	52 10
13442	Chicago to Fulton.....	136	6	10,900 00		75 00	1,600 00	678 00	12,478 00	91 75
13443	Chicago to Jansville.....	134½	6	3,900 00		43 86	1,600 00	184 00	5,693 00	63 56
13444	Gateburg to Milwaukee, Wis.....	85	19	8,500 00		100 00	1,400 00	96 00	9,986 00	117 60
13452	Gateburg to Quincy.....	101	19	10,100 00		100 00	1,400 00	749 00	12,249 00	131 27
13459	Turner to St. Charles.....	7	6	300 00		43 86			300 00	43 86
13505	Egin to Whitewater.....	67½	19	9,803 00		125 00	600 00	955 00	3,764 00	55 53
13506	Junction to East Burlington.....	48	19	7,350 00		100 00	2,400 00	2,534 00	94,374 00	135 41
13536		122		19,300 00						
		2,400½			210,600 00				944,916 00	96 33
WISCONSIN.										
13555a	Racine to Freeport.....	101	6	4,329 00		43 86	1,400 00	434 00	6,163 00	61 00
13662	Milwaukee to Prairie du Chien.....	191	19	11,460 00		60 00	2,400 00	664 00	14,524 00	76 04
13664	Honou to Berlin.....	43	6	1,843 00		43 86	500 00	563 00	2,903 00	67 50
13741	Milton to Janesville.....	12	6	1,600 00		50 00	500 00		600 00	50 00
13806a	Fond du Lac to Junction.....	36	6	1,998 00		43 86	500 00		1,786 00	59 53
13823	Milwaukee to Newport.....	110	6	4,714 00		43 86	1,400 00	1,324 00	7,328 00	66 71
13856	Milwaukee to Columbus.....	64	6	2,741 00		43 86	700 00		3,441 00	53 76
		551			26,973 00				38,757 00	66 70
IOWA.										
9321e	Burlington to Rome.....	36 5-6	6	1,578 00	1,578 00	43 86		75 00	1,653 00	43 87
MISSOURI.										
9030	St. Louis to Jefferson City.....	125	7	15,625 00	15,625 00	125 00	1,600 00	100 00	17,325 00	128 60

* Six times a week 7 months; three times a week 5 months.

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
8808	KENTUCKY.												
8815	Louisville to Lexington.	94	191½	12	6,100 00	17,866 00	86 17	1,600 00	1,587 00	11,287 00	13,548 00	130 18	130 18
	Lexington to Covington.	97½		14	9,766 00		100 00	1,600 00	1,168 00	12,548 00		126 47	
8455	TENNESSEE.												
8468	Nashville to Chattanooga.	159		14	95,900 00		157 22	9,400 00	190 00	97,500 00		173 52	
8485	Knoxville to Dalton, Ga.	176		14	16,500 00		150 00	1,600 00	939 43	18,339 43		166 72	
8485	Memphis to Knoxville.	57 3½		7	2,866 00		50 00	800 00	135 00	3,791 00		66 13	
8485	Tullahoma to McMinnville.	35		7	1,750 00		50 00			1,750 00		50 00	
8666	Knoxville to Russellville.	464		6	9,435 00		50 00	1,600 00	272 00	4,267 00		86 59	
	ALABAMA.												
7001	Opelika to West Point, Ga.	91½	409 88			48,541 00					55,767 42		136 07
7080	Columbus, Ga., to Montgomery, Ala.	94		14	5,108 25		927 50	395 00		5,431 95		959 61	
7083	Columbus, Ga., to Gertyton, Ala.	46		7	94,195 00		250 00	1,350 00	940 00	97,715 00		996 47	
7073	Memphis, Tenn., to Stevenson, Ala.	971		7	1,468 00		37 00			1,468 00		37 00	
	Branch, Moscow, to Somerville.	131		7	97,675 00		50 00	4,000 00	683 00	31,983 00		117 79	
7114	Beama to Columbiana.	72		6	3,068 00		43 86			3,068 00		50 00	
	MISSISSIPPI.												
7392	Jackson to Brandon.	134	514½			61,574 25					66,311 25		132 77
7394	Jackson to Vicksburg.	48		7	1,350 00		100 00			1,350 00		100 00	
7315a	Jackson to Canton.	94		7	4,600 00		100 00			4,600 00		100 00	
7316	Bolton's Depot to Brandon.	8		6	2,400 00		75 00			2,400 00		100 00	
7319a	Grand Gulf to Port Gibson.	8		6	600 00		75 00			600 00		75 00	
7412a	St. Francisville, La., to Woodville.	98		3	500 00		35 70			500 00		35 70	
7482	Mobile, Ala., to Macon, Miss.	200		6	12,100 00		80 00	1,400 00		13,500 00		67 00	

7465	Memphis, Tenn., to Tusculville, Miss.	40	357½	6	1,200 00	23,650 00	30 00	1,500 00	4,700 00	96,550 00	66 25	73 24
7805	New Orleans to Orytha	88		7	8,800 00		100 00	1,600 00	10,400 00		118 18	
7806	New Orleans to Tigerville	68		3	3,400 00		50 00		3,400 00		50 00	
			156			19,200 00				13,800 00		88 46
8074	Harrisburg to Richmond	39	32	4	1,378 00	1,378 00	42 87		1,378 00	1,378 00	42 87	42 87

WM. H. DUNDAS,
Second Assistant Postmaster General.

F.—Steamboat service, as in operation on the 30th September, 1857.

States and Territories.	Number of route.	Terminal.	Distance. Miles.	Total distance in each State. Miles.	Number of trips per week.	Annual pay	Total annual pay in each State.	Remarks.
New Hampshire	311	Alton Bay to Wolfboro', and to Centre Harbor and Meredith Village.	10 20 30	..... ..... .....	6 3 6	\$800 650	..... ..... \$1,450	During navigation between Centre Harbor and Meredith Village. During navigation.
Massachusetts	669 672 680	Hyannis to Nantucket. New Bedford to Edgartown. Fall River to New York	30 30 180	60	6 3 6	9,500 1,250 3,500	..... ..... 7,250	Mails to be carried six times a week when boats run so often.
Rhode Island	804	Providence to Newport.	28	240	6	800	800	Mails to be carried twelve times a week when boats run so often.
Connecticut	926 928 931	Allyn's Point to New York. New London to Stonington. Stonington to New York	133 14 123	28 374	6 6 6	3,000 600 7,000	..... ..... 10,600	
New York	1004 1076 1108 1375	New York to Manhasset. Albany to New Baltimore. White Hall to Plattsburg. Ithaca to Cayuga.	18 15 95 40	..... ..... ..... 168	6 6 6 (*)	300 485 4,800 1,713	..... ..... ..... 7,295	No contract.
New Jersey	2692	New York to Elizabethport.	12	12	12	1,200	1,200	Part of railroad contract.
Pennsylvania	3409	Pittsburg to Brownsville	55	12	6	3,000	1,300	
Ohio	9223 9309	Portsmouth to Cincinnati. Cincinnati to Maysville.	123 64	55	3 6	9,500 4,000	3,000	
Virginia	4801 (part.) 4846 4873 4874 4875 4876 4879 4884 5088	Washington, D. C., to Aquia Creek. Richmond to Norfolk. Norfolk to Baltimore. Norfolk to New York. Norfolk to Old Point Comfort. Norfolk to Matthews' O. H. Norfolk to Eastville. Baltimore, Md., to Yorktown, Va. Wheeling to Parkersburg.	534 148 940 300 21 80 57 280 94	..... ..... ..... ..... ..... ..... ..... ..... 1,134	14 6 6 1 6 3 3 1 3	8,325 4,000 16,500 530 1,948 850 3,300 780 3,900	6,500	
							38,723	

	6	988
Greenville to Washington.....	24	
Wilmington to Smithville	30	800
Franklin Depot to Plymouth	59	2,500
Plymouth to Hamilton	56	1,515
Charleston to Savannah, Ga.	160	1,300
Charleston to New York	720	1,800
Savannah to Pilsatzk, Fla.	379½	10,000
Savannah to New York	800	2,080
Savannah to Philadelphia, Pa.	800	2,080
Charleston, S. C., to Pilsatzk, Fla.	300	2,640
Pilsatzk to Mclinnville	195	2,500
Rainbridge, Ga., to Apalachicola, Fla.	306	15,000
New Orleans, La., to Key West, Fla.	1,000	70,000
Pensacola to Milton	30	2,500
Columbus to Hay Point	310	7,000
Charleston, S. C., to Pilsatzk, Fla.	500	2,640
Detroit to Sault Ste. Marie	350	200
Sault Ste. Marie to Ontonagon	300	1,560
Rock Island to Davenport	1	427
Rock Island to Galena	100	5,400
Milwaukee to Sheboygan	50	1,500
Fond du Lac to Menasha	33	1,326
Kookuk to Rock Island	140	7,800
St. Louis to Kookuk, Iowa	229	15,000
Jefferson City to St. Joseph	375	25,000
St. Paul to Galena	330	9,000
St. Paul to Dubuque	330	1,800
Louisville to Cincinnati	135	9,000
Paducah to Cairo	50	6,340
Paducah to Juka	277	13,385
Nashville to Cairo	249	7,638
Stockton to Mobile	34	10,355
New Orleans to St. Francisville	170	33,323
New Orleans to Vicksburg	297	40,000
Vicksburg to Yazoo City	110	4,400
Vicksburg to Napoleon	220	20,000
Tennessee	8630	28,685
Alabama	7092	7,638
Mississippi	7-05	10,355
Vicksburg	7319	33,323
7490g	907	40,000
		20,000
		97,823

*** Eleven times a week 7 months.**

† Three times a week eight months; twice a week four months.

Two trips per month.

F—Continued.

States and Territories.	Number of route.	Termini.	Distance. Miles.	Total distance in each State.	Number of trips per week.	Annual pay.	Total annual pay in each bluite.	Remarks.
Arkansas.....	7501	Napoleon to Richland	165	.....	3	\$20,000	.....
	7519	Memphis to Napoleon	203	.....	3	10,000	.....
	7682	Napoleon to Aberdeen	165	.....	3	15,000	.....
	7684	Aberdeen to Batesville.....	272	.....	2	20,000	\$97,823	
Louisiana	7701	New Orleans to Mobile, Ala	183	.....	7	35,000	.....
	7702	New Orleans to Shreveport.....	670	.....	(*)	337	.....
	7703	New Orleans to Covington.....	60	.....	3	3,000	.....
	7717	Berwick to New Iberia.....	131	.....	3	9,685	.....
	7788	New Orleans to Balize.....	120	.....	1	4,500	.....
	7809	New Orleans to Calro	1,075	.....	7	329,000	.....
Texas.....	7851	New Orleans to Indianola.....	540	1,359	2	45,000	380,906	One additional weekly trip nine months in the year between New Orleans and Galveston, 400 miles.
	7852	New Orleans to Brazos Santiago.....	550	.....	(†)	15,000	.....
	7854	Galveston to Houston	80	.....	3	10,000	.....
	8079	Galveston to Liberty	80	.....	(†)	4,500	.....
California.....	12500	San Francisco to Sacramento City.....	125	1,650	6	25,000	75,490	
	12501	San Francisco to Stockton.....	125	.....	6	25,000	.....
	12509	Sacramento City to Marysville.....	54	.....	(‡)	2,000	.....
Oregon Territory.....	13700	Astoria to Portland.....	130	304	2	7,000	52,000	
	13708	Portland to Oregon City	14	.....	2	1,100	.....
Washington Territory.....	13730a	Olympia to Whatcom	180	144	1	22,400	8,100	
				180			22,400	

WM. H. DUNDAS, Second Assistant Postmaster General.

* Service engaged by the trip; 13½ trips performed.
† Once a week three months; twice a week nine months.

‡ Twice a week.
§ Six times a week seven months; part of coach contract.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT,
November 16, 1857.

SIR: I have the honor to submit the following annual report of the receipts and expenditures of the Post Office Department, together with the operations of this office in connexion therewith, for the fiscal year ending June 30, 1857:

REVENUE ACCOUNT OF THE POST OFFICE DEPARTMENT.

The balance standing on the books of this office to the credit of the department on the 30th of June, 1856, was.....	\$789,599 78
The receipts of the department for the fiscal year ending June 30, 1857, as exhibited in tabular statement marked "A," were.....	7,353,951 76
The amount placed in the treasury for the service of the department, being grants in aid of the revenue, under acts approved March 3, 1847, March 3, 1851, August 14 and 18, 1856, and March 3, 1857, was..	4,528,004 67
Making a total revenue of.....	12,671,556 21
The expenditures of the department for the fiscal year ending June 30, 1857, as exhibited in statement "B," were.....	\$11,508,057 93
Add amount of "debts compromised" during the year, under the provisions of the 3d section of an act approved March 3, 1851.....	734 16
	11,508,792 09
From which deduct the amount of credit balances charged to "suspense account".....	1,121 93
Net expenditure.....	11,507,670 16
Leaving to the credit of the revenue account on 1st of July, 1857.....	1,163,886 05

The excess of expenditures of all kinds over the revenue of the year, inclusive of receipts and payment for foreign postages, and exclusive of the amount to the credit of the department, on the 1st of July, 1856, and the sums appropriated by the several acts of Congress out of the general revenues of the United States, was \$4,153,718 40.

The net revenue from postage, being the aggregate amount of

balances due to the United States by postmasters, on the adjustment of their quarterly accounts for the year, was—

For the quarter ending September 30, 1856.....	\$914,979 78
“ “ December 31, 1856.....	925,151 80
“ “ March 31, 1857.....	1,014,407 70
“ “ June 30, 1857.....	989,842 37
Total.....	3,844,381 65

The number of accounts audited during the year, and on which the above sum was ascertained, was—

During the quarter ending September 30, 1856.....	24,685
“ “ December 31, 1856.....	25,989
“ “ March 31, 1857.....	25,611
“ “ June 30, 1857.....	25,461

Total number of postmasters' quarterly accounts audited.... 101,746

In the adjustment of these accounts it was ascertained that during the fiscal year the following sums were reported by postmasters as “postage on letters paid in money:”

In the quarter ending September 30, 1856.....	\$229,221 10
“ “ December 31, 1856.....	221,608 12
“ “ March 31, 1857.....	254,367 94
“ “ June 30, 1857.....	245,275 18

Total..... 950,472 34

A portion of the above sum was, of course, collected on foreign letters, but much the larger portion thereof was received and entered by postmasters in direct violation of the regulation of the department dated November 20, 1855, issued in accordance with the provision of the 1st section of an act approved March 3, 1855.—(United States Laws, vol. 10, page 642.) And until that regulation is universally observed the door to frauds upon the revenues of the department will remain open, and the chief object had in view by the late Postmaster General in procuring the passage of the act referred to will be defeated.

I respectfully suggest that additional regulations are necessary to secure the department from frauds in the rendition of accounts by postmasters of the printed circulars prepaid (“in postage stamps”) mailed by them, upon which they receive 50 per cent. commission without any debit to their account.

It is the universal practice to enter these circulars in the “transcript of prepaid printed matter sent” in bulk, without indicating the date of mailing or their destination; and as they are not accompanied by “post bills” it is difficult to ascertain the correctness of the entries.

In some of the eastern States the amount of circulars thus mailed is very great.

I also respectfully recommend that application be made to Congress for authority to enable me to have the transcript accounts of mails sent and mails received, and all other parts of postmasters' "quarterly returns" from July 1, 1850, to June 30, 1855, except the "accounts current" and the vouchers for contingent and incidental expenses, removed and sold; the proceeds of sale to be applied to defray the expense of separating and removing the transcripts, &c., and rearranging and filing the "accounts current."

These quarterly returns, in connexion with the "accounts current" and vouchers, prior to July 1, 1850, now occupy fourteen rooms in the basement of the Post Office building; and I am informed by the superintendent of the building that the remaining rooms are insufficient to contain the fuel necessary for the winter; so that, if relief is not given by the sale of the bulky material of the "quarterly accounts," the returns for the quarters ending June 30, and September 30, 1857, must necessarily be piled in an unsightly and exposed condition in the main passage of the building.

The amount collected as registration fees and postage of valuable letters was—

In the quarter ending September 30, 1856.....	\$8,138 85
“ “ December 31, 1856.	9,393 80
“ “ March 31, 1857.....	10,345 20
“ “ June 30, 1857.....	8,117 05
Total.....	<u>35,994 90</u>

The amount of postage stamps and stamped envelopes sold by postmasters during the fiscal year, was.....	\$5,448,755 32
Of which there was used and cancelled.....	<u>5,070,527 86</u>
Leaving in the possession of the purchasers.....	<u>378,227 46</u>

CONTRACTORS' ACCOUNT.

The average number of accounts of contractors and others engaged in carrying the mails, settled in each quarter, was, on regular mail routes.....	5,372
On special mail routes.....	3,133
On route agents.....	1,218
On mail messengers and local agents.....	<u>1,596</u>
Total number of accounts	<u>11,319</u>

MAIL TRANSPORTATION ACCOUNT.

The amount charged to "accrued transportation," and placed to the credit of contractors and others, for mail transportation, during the year, was.....		\$7,524,585 43
Amount for regular services.....	\$6,596,152 66	
Amount for special offices.....	224,195 20	
Amount for route agents.....	278,523 19	
Amount for river mails.....	162 50	
And for foreign mail transportation, for New York and Havre mails....	124,500 00	
New York and Bremen.....	135,973 61	
Mails on the Collins line (Navy Department).....	7,825 72	
Mails across the Isthmus of Panama..	148,922 26	
New Orleans and Vera Cruz mails...	3,390 63	
Expenses of government mail agents..	4,939 66	



Total.....		7,524,585 43
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The amount actually paid during the year for mail transportation was.....		7,239,333 27
Of which sum there was paid for mail transportation of previous years.....		183,388 55
The amount credited to "accrued transportation," and charged to contractors for over credits and damages, was.....	\$46,208 14	
Amount of fines imposed upon contractors.....	86,330 26	
Amount of deductions from their pay..	102,416 58	
		234,954 98

COLLECTION OF POST OFFICE REVENUE.

The number of offices in operation during the fiscal year was 26,586, which are thus classified under department regulations, chapter 23, sections 237, 238, 239, 240.

992 are "draft offices," and during the year 13,993 drafts were issued by the Postmaster General, and countersigned by the Auditor, amounting to.....	\$1,030,107 83
1,278 are "deposit offices," and have deposited during the year.....	1,239,071 84
19,587 are "collection offices," and have paid on the "collection orders" sent to contractors during the year.....	1,083,869 29
4,729 are styled "special and mail messenger" offices, and have derived their supply of mails chiefly by the payment of their net revenue; the amount thus paid was.....	224,195 20

During the fiscal year the "collecting division" of this office had charge of the following number of accounts :

Of present postmasters.....	26,586
Of late postmasters whose terms of office expired between the 1st of July, 1845, and 30th June, 1856.....	12,720
Of late postmasters of the last fiscal year.....	7,868
Total number.....	47,174

The number of changes of postmasters reported to the office by the Post Office Department, which required the final adjustment of their respective accounts, was 7,868.

And the balance due on the accounts amounted to.....	\$492,639 17
Of which there has been collected.....	\$318,672 41
Amount credited on vouchers.....	718 39
Amount charged to "suspense account".....	89 36

319,480 16

Amount remaining for collection.....	173,159 01
Of which this sum is in suit.....	3,021 17

Leaving a balance on these accounts, uncollected, on the 30th day of June, 1857, and not in suit, of.....	170,137 84
--	------------

The balance due the United States by late postmasters whose terms of service expired between the 1st of July, 1845, and 30th June, 1856, unsettled, and not in suit on 1st July, 1856, as stated in the last annual report, was.....	109,505 75
Which was increased by "estimated postage".....	6,719 21

Total for collection during the fiscal year ending June 30, 1857.....	116,224 96
Of which sum there has been collected....	\$26,902 07
Credited on vouchers.....	20,613 43
Closed by "suspense account".....	48 94

47,564 44

Amount uncollected on the 30th June, 1857.....	68,660 52
Of which there has been placed in suit.....	15,449 18

Amount due and not in suit.....	53,211 34
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Of which sum there is due by late post- masters in California.....	32,788 60
And by late postmasters in Oregon.....	1,089 59

33,878 19

These late postmasters have presented vouchers of expenditures in and about the business of their offices for a much greater sum than is exhibited on the books of this office as due by them to the United States; and, as it is probable that an amount will be allowed to them by the Postmaster General, under the provisions of the 4th and 5th sections of an act approved July 27, 1854, which will equal their apparent indebtedness, this sum should be deducted, leaving due by late postmasters in the Atlantic States.....

\$19,333 15

Suits.

The amount due by late postmasters whose terms of office expired between the 1st of July, 1845, and 30th of June, 1856, for the collection of which suit was instituted prior to June 30, 1856, as stated in last report, was.....

88,345 03

Add amount of 76 new cases, for the collection of which suit was instituted during the last fiscal year, of accounts prior to June 30, 1856.

24,099 32

Also, amount of 13 new cases of accounts of the last fiscal year.....

3,021 17

Amount in suit during the year.....

115,465 52

Amount collected within the year.....

13,077 42

Leaving still due.....

102,388 10

Of this sum there is due by late postmasters in California, on accounts prior to June 30, 1856.....

71,954 80

Of which there is probably.....

44,303 86

that may be regarded as lost to the department, as the defendants are represented to be insolvent.

In 42 of the suits instituted during the year judgments have been recovered in favor of the United States; 27 of them have been concluded, and the money paid into the treasury.

Summary of debts and collections.

The aggregate amount due the United States on the 30th June, 1856, by late postmasters whose terms of office expired between July 1, 1845, and June 30, 1856, was.....

\$204,815 27

Amount due by late postmasters of the last fiscal year.....

492,639 17

Total amount for collection during the year.....

697,454 44

Amount collected and credited on accounts prior to June 30, 1856,.....	\$52,237 00	
Amount collected and credited on accounts of the last fiscal year...	319,480 16	
Total amount collected and credited during year...		\$371,717 16
Amount remaining due to the United States.....		325,737 20
Amount of the above balance in suit	\$102,388 10	
Amount of the above balance not in suit.....	223,349 18	
		<u>325,737 20</u>

Classification of balances due the United States not in suit.

On accounts of late postmasters of year end'g June 30, 1846	\$54 08
Do.....do.....1847	116 08
Do.....do.....1848	39 14
Do.....do.....1849	81 18
Do.....do.....1850	156 90
Do.....do.....1851	525 41
Do.....do.....1852	1,052 43
Do.....do.....1853	15,140 33
Do.....do.....1854	13,510 23
Do.....do.....1855	9,647 72
Do.....do.....1856	12,887 84
Do.....do.....1857	170,137 84
Total.....	<u>223,349 18</u>

Amounts in suit.

On accounts for the year ending June 30, 1846.....	3,025 77
Do.....do.....1847.....	728 06
Do.....do.....1848.....	898 42
Do.....do.....1849.....	1,833 37
Do.....do.....1850.....	1,066 55
Do.....do.....1851.....	2,599 71
Do.....do.....1852.....	2,816 90
Do.....do.....1853.....	43,416 18
Do.....do.....1854.....	14,952 70
Do.....do.....1855.....	7,900 12
Do.....do.....1856.....	20,129 15
Do.....do.....1857.....	3,021 17
Total.....	<u>102,388 10</u>

Credit balances.

Amount due to late postmasters on the 30th June, 1856, as stated in last annual report.....	\$121,949 92
Which has been increased by additional vouchers.....	1,652 19
Amount due to late postmasters of the last fiscal year	60,640 77
Total.....	184,242 88
Amount paid or closed during the year.....	36,072 02
Amount of balances apparently due to late postmasters on 30th June, 1857.....	148,170 86

A surplus of commissions accrued at the following post offices, after deducting the maximum compensation of the postmasters, and the necessary incidental expenses of the offices, viz:

Augusta, Ga.....	\$488 81
Albany, N. Y.....	4,140 97
Boston, Mass.....	22,819 04
Brooklyn, N. Y.....	657 47
Buffalo, N. Y.....	4,533 84
Cleveland, Ohio.....	4,519 24
Columbus, Ohio.....	23 12
Chicago, Ill.....	21,841 06
Charleston, S. C.....	267 54
Cincinnati, Ohio.....	666 21
Dubuque, Iowa.....	5,477 37
Detroit, Mich.....	4,086 00
Dayton, Ohio.....	88 58
Davenport, Iowa.....	188 70
Erie, Pa.....	1,962 17
Galveston, Texas.....	410 38
Hartford, Conn.....	1,231 79
Harrisburg, Pa.....	1,618 77
Indianapolis, Ind.....	1,980 83
Jersey City, N. J.....	340 51
Kensington, Pa.....	40 07
Louisville, Ky.....	1,426 42
Lowell, Mass.....	23 50
Memphis, Tenn.....	927 35
Madison, Wis.....	676 90
New Bedford, Mass.....	428 42
Newark, N. J.....	461 59
Nashville, Tenn.....	1,540 31
New York, N. Y.....	95,288 15
New Haven, Conn.....	297 68
Newport, R. I.....	31 03
Norfolk, Va.....	145 56
New Orleans, La.....	2,026 64

Norwich, Conn.....	\$2,750 88
Portland, Me.....	1,528 37
Philadelphia, Pa.....	9,433 39
Providence, R. I.....	266 52
Pittsburgh, Penn.....	2,649 28
Oswego, N. Y.....	416 83
Richmond, Va.....	425 80
Rochester, N. Y.	943 15
St. Louis, Mo.....	4,720 81
Syracuse, N. Y.....	285 35
Springfield, Mass.....	475 70
Springfield, Ill.....	75 72
San Francisco, Cal.....	2,932 96
Toledo, Ohio.....	1,838 27
Troy, N. Y.....	2,573 63
Trenton, N. J.....	135 32
Utica, N. Y.....	52 93
Washington, D. C.....	2,739 13
Worcester, Mass.....	549 01
Wilmington, Del.....	671 45
Wilmington, N. C.....	44 95
Williamsburg, N. Y.....	170 55

Total.....	216,036 02
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Being an excess of \$45,886 99 over the present fiscal year.

The following statement partially indicates the chief labors performed during the last fiscal year.

The number of quarterly accounts adjusted, audited, and registered was.....	101,746
The number of quarterly accounts of mail contractors audited and paid	21,488
The number of payments made to special and route agents.....	4,872
The number of special contractors and mail messengers accounts settled.....	18,916
The number of miscellaneous accounts audited and paid....	597
The number of "collection orders" issued.....	72,110
The number of "collection drafts" issued.....	3,994
" " "department drafts" registered	13,993
" " "department warrants" registered	6,840
" " letters received.....	126,454
" " letters prepared and mailed	71,791
" " folio post pages recorded	2,971
" " accounts on the current ledgers.....	53,952
" " corrected quarterly accounts prepared and issued	18,000

The tabular statements appended hereto, marked "A" and "B," exhibit the receipts and expenditures of the department under their several heads during the last fiscal year.

That marked "C" is a recapitulation of the amount of letter postage, newspaper postage, registered letters, postage stamps sold, compensation allowed postmasters, incidental expenses of post offices, and amount credited contractors and others, for the transportation of the mails in each State and Territory for the year ending June 30, 1857.

That marked "D" exhibits the number of letters, circulars, handbills, newspapers, and pamphlets received and delivered by "carriers," and the amounts received for carriage in the several cities named therein.

The carefully prepared statements numbered from 1 to 32 exhibit the operations and results of our postal intercourse with foreign governments.

I deem it to be unnecessary to make special mention of the manner in which the multifarious and responsible duties of the clerks in this office have been performed, as I am convinced that the foregoing statement, indicating their labor in ascertaining the amount of the revenues of the department, and collecting it, and in adjusting and reporting to you for payment all sums found due for mail transportation and other services rendered to the department during the year, will suffice to commend them to your favorable consideration.

Respectfully submitted.

THOMAS M. TATE,
Auditor.

HON. A. V. BROWN,
Postmaster General.

A.

Statement exhibiting the receipts of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1857.

	Third quarter 1856.	Fourth quarter 1856.	First quarter 1857.	Second quarter 1857.	Total under each head.
Letter postage.....	\$239,210 18	\$221,638 17	\$276,132 64	\$266,226 35	\$983,207 24
Registered letters.....	8,141 20	9,275 32	10,344 55	8,115 80	35,876 87
Stamps sold.....	1,284,362 23	1,308,309 26	1,423,701 75	1,431,401 27	5,447,764 51
Newspapers and pamphlets.....	164,432 94	156,652 38	167,675 68	147,102 61	634,863 51
Fines.....	5 00	-----	2 50	7 50	15 00
Receipts on account of emolument.....	19,627 04	19,866 27	20,107 43	19,760 26	79,361 00
Receipts on account of letter carriers.....	28,886 57	41,408 31	44,424 10	42,991 53	164,710 51
Receipts on account of dead letters.....	-----	-----	6,548 19	208 38	6,756 57
Extra compensation overcharged.....	996 62	-----	-----	670 68	1,667 30
Miscellaneous receipts.....	1,478 35	834 64	497 08	6,929 18	9,739 35
Aggregate amount.....	1,737,130 13	1,766,984 35	1,946,433 72	1,913,403 56	7,353,951 76

• In the item "Letter Postage," for third and fourth quarters 1856, and first quarter 1857, is embraced the sum of \$188,072 98, ascertained to be due from the United States to the United Kingdom on account of British postages.

In same item for the third and fourth quarters 1856 is included the sum of \$2,627 13, due from the United States to the Bremen office, on account of postages.

In same item for first and second quarters 1857 is included the sum of \$32,376 12, due to the United States from the Kingdom of Prussia, on account of postages for third and fourth quarters 1856, and first quarter 1857.

Respectfully submitted.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, November 14, 1857.
HON. ALBION V. BROWN, Postmaster General.

THOS. M. TATE, Auditor.

B.—Statement exhibiting the expenditures of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1857.

	Third quarter 1856.	Fourth quarter 1856.	First quarter 1857.	Second quarter 1857.	Total under each head.
Compensation to postmasters.....	\$648,697 20	\$343,109 81	\$597,418 94	\$596,383 91	\$2,285,699 86
Ship, steamboat, and way letters.....	4,090 41	4,472 72	4,009 28	5,022 35	17,594 76
Transportation.....	1,776,112 84	1,860,667 37	2,080,140 97	1,772,512 09	7,239,833 27
Wrapping paper.....	9,748 66	13,335 03	8,749 20	20,287 89	52,120 78
Office furniture.....	438 85	1,375 98	702 57	1,460 86	3,978 26
Advertising.....	7,192 98	30,855 65	28,017 81	9,039 93	76,106 37
Mail bags.....	18,126 28	15,214 35	20,086 60	11,791 98	65,219 21
Blanks.....	35,590 90	12,261 40	25,316 91	44,001 66	117,170 87
Mail locks, keys, and stamps.....	5,165 50	446 70	4,111 10	2,574 20	12,287 60
Mail depredations, and special agents.....	15,389 71	18,418 06	14,827 26	16,533 15	65,228 25
Clerks for offices.....	197,294 35	197,782 90	209,408 22	229,640 13	834,025 60
Postage stamps.....	6,169 15	7,067 16	9,239 71	8,162 78	30,638 80
Stamped envelopes.....	15,782 67	15,009 86	17,587 60	15,217 61	63,597 74
Payments to letter carriers.....	28,486 57	41,408 31	41,424 10	42,991 53	154,710 51
Repayments for dead letters.....	5 92	20 11	-----	16 81	41 84
Miscellaneous payments.....	38,254 78	45,636 61	48,385 52	56,881 08	189,107 99
Miscellaneous account British mails.....	*53,638 44	*64,134 64	-----	*189,426 80	297,098 88
Miscellaneous account Bremen mails.....	-----	-----	15,187 44	-----	5,187 44
Aggregate amount.....	2,760,473 24	2,661,116 66	3,064,563 23	3,021,902 80	11,508,067 93

*These sums, amounting to \$297,098 88, are in payment of the ascertained balances, including premium on exchange, arising from British postage, and found to be due from the United States to the United Kingdom on account of the first, second, third, and fourth quarters 1856, and first quarter 1857.

† In payment of the adjusted balance arising from postages, and found due from the United States to the Bremen office, on account of first, second, third, and fourth quarters 1856.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, Nov. 12, 1857.

Wm. AARON V. HAYDEN, Postmaster General.

Respectfully submitted.

THOMAS M. TAYLOR, Auditor.

O.

A recapitulation of the amount of letter postage, newspaper postage, registered letters, postage stamps sold, compensation allowed postmasters, incidental expenses of post offices, and amount credited contractors and others for the transportation of the mails in each State and Territory, for the year ending June 30, 1857.

States and Territories.	Letter postage.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.	Transportation.	Compensation of postmasters.	Incidental expenses.	Total compensation and incidental expenses.	Total expenses.
Maine.....	\$14,387 34	\$15,088 16	\$675 30	\$124,905 12	\$154,565 92	\$98,975 90	\$71,555 22	\$16,598 63	\$7,883 86	\$186,159 06
New Hampshire.....	5,525 96	11,923 19	414 05	85,765 73	102,617 86	47,555 04	50,538 19	4,602 64	55,134 83	102,659 87
Vermont.....	4,782 81	19,450 25	1,786 90	85,085 90	100,743 96	55,959 14	53,923 69	907 65	54,831 34	130,060 48
Massachusetts.....	84,903 30	31,913 45	1,786 90	461,443 00	579,946 65	154,700 71	153,361 66	92,334 05	246,596 31	401,926 93
Rhode Island.....	5,886 37	4,176 67	181 96	52,840 09	64,077 06	14,523 04	16,944 11	10,171 93	26,456 78	40,977 82
Connecticut.....	11,676 33	16,497 66	471 85	183,644 37	212,493 21	88,578 50	76,914 11	17,199 41	96,143 52	184,716 02
New York.....	381,002 16	98,643 58	3,587 40	1,079,201 26	1,503,444 42	489,131 95	381,836 60	978,643 19	600,778 72	1,089,910 67
New Jersey.....	17,359 09	11,402 33	3,380 15	86,751 97	117,903 43	83,656 71	50,918 93	6,935 34	57,514 97	151,070 96
Pennsylvania.....	90,438 13	62,966 76	3,997 15	471,732 21	698,154 54	381,379 57	183,966 08	96,929 26	279,135 36	601,503 93
Delaware.....	2,009 98	2,055 17	104 05	16,980 93	20,379 48	17,166 08	8,405 88	1,461 46	9,867 34	37,033 42
Maryland.....	6,430 99	13,467 04	1,100 90	132,562 03	173,192 93	90,318 87	32,000 30	31,743 14	63,742 44	97,261 31
District of Columbia.....	1,339 44	2,910 95	434 30	35,612 40	44,898 70	306,993 07	92,141 75	99,050 18	191,194 63	431,085 70
Virginia.....	10,547 87	97,452 83	1,641 05	191,889 84	921,531 59	105,507 48	38,246 71	3,153 13	41,401 94	236,909 32
North Carolina.....	2,535 17	11,979 29	759 80	60,760 96	75,298 73	520,054 34	11,166 31	11,166 31	38,196 85	398,653 19
South Carolina.....	10,130 95	7,854 67	1,078 15	76,510 91	95,503 96	950,190 57	56,439 68	25,795 70	79,235 38	528,405 95
Georgia.....	6,133 38	16,403 76	1,536 10	192,783 09	153,956 32	950,190 57	56,439 68	25,795 70	79,235 38	528,405 95
Florida.....	1,961 35	13,473 41	211 75	17,042 42	90,868 30	73,770 74	10,919 45	43 34	10,964 79	84,755 53
Alabama.....	5,186 76	13,473 41	1,105 65	95,620 43	115,366 71	949,575 53	41,835 59	13,496 67	44,663 90	301,609 19
Mississippi.....	5,874 07	11,266 91	782 75	66,305 09	64,677 62	939,325 45	35,831 92	4,643 45	40,475 37	265,016 62
Texas.....	7,676 77	11,266 91	443 90	58,506 00	77,516 98	939,325 45	35,831 92	4,643 45	40,475 37	265,016 62
Kentucky.....	10,316 40	16,691 06	1,430 30	109,130 73	136,912 51	144,983 09	51,673 89	13,419 03	65,092 38	911,375 47
Michigan.....	90,623 61	17,506 10	1,923 15	126,349 55	167,934 44	104,098 92	71,753 89	11,115 03	85,000 90	230,061 84
Wisconsin.....	92,665 44	12,456 88	940 65	126,865 12	180,498 18	163,416 71	72,492 12	11,115 03	85,000 90	230,061 84
Louisiana.....	98,665 44	12,456 88	940 65	126,865 12	180,498 18	163,416 71	72,492 12	11,115 03	85,000 90	230,061 84
Tennessee.....	4,232 67	14,335 73	1,385 70	117,614 08	154,504 15	103,900 18	51,673 89	11,115 03	85,000 90	230,061 84
Missouri.....	95,519 96	19,133 52	717 40	119,947 01	163,317 31	924,763 22	48,935 31	94,309 98	73,265 19	215,595 06
Illinois.....	51,309 94	38,567 16	2,348 80	307,177 66	399,363 66	394,340 01	192,133 00	65,078 78	917,211 78	750,551 79
Ohio.....	43,739 00	47,143 84	3,193 30	396,315 64	490,383 78	596,359 93	178,370 53	14,355 79	193,268 93	304,662 19
Indiana.....	13,930 97	94,460 36	1,966 30	145,156 50	164,813 45	173,390 30	16,861 92	1,917 51	18,768 93	191,119 15
Arkansas.....	1,635 46	4,823 96	179 75	92,165 76	99,884 95	173,390 30	16,861 92	1,917 51	18,768 93	191,119 15
Iowa.....	17,968 30	15,690 60	1,403 13	192,357 52	157,734 92	192,357 52	16,861 92	1,917 51	18,768 93	191,119 15
California.....	57,944 73	11,490 63	34 30	167,858 33	236,943 91	945,831 31	56,390 51	57,641 74	114,023 25	339,853 56
Oregon Territory.....	1,634 05	1,576 68	369 50	8,550 36	12,095 39	36,171 00	5,547 76	31 68	5,579 64	29,468 41
Minnesota.....	8,066 07	3,146 59	7 90	31,265 04	43,015 71	36,171 00	16,153 53	9,168 13	21,329 66	59,468 41
New Mexico.....	176 14	1,146 59	7 90	1,310 95	1,640 88	43,991 30	690 41	3 00	693 43	43,663 73

D.

Statement of the number of letters, circulars, handbills, newspapers, and pamphlets received and delivered by carriers, and the amount received for carriage, in the cities of New York, Philadelphia, Boston, Baltimore, New Orleans, Harrisburg, Lowell, Syracuse, Rochester, and Manchester.

Places.	No. of letters.	No. of circulars, &c.	No. of newspapers and pamphlets.	Total No. of letters, &c.	Amount paid for carriage.
New York, N. Y.	3, 776, 094	443, 015	536, 446	4, 755, 555	\$82, 634 25
Philadelphia, Penn. . .	2, 050, 543	14, 620	355, 930	2, 421, 093	42, 936 71
Boston, Mass.	41, 014	*1, 317, 535	95, 172	1, 453, 721	13, 924 63
Baltimore, Md.	865, 670	31, 531	159, 757	1, 056, 958	18, 427 48
New Orleans, La.	109, 873	13, 101	10, 670	133, 644	2, 381 82
Harrisburg, Penn.† . .	-----	-----	-----	-----	981 02
Lowell, Mass.	116, 816	-----	9, 720	126, 536	2, 384 92
Syracuse, N. Y.	36, 589	-----	-----	36, 589	731 78
Rochester, N. Y.	28, 472	-----	1, 916	30, 388	594 27
Manchester, N. H.	74, 907	-----	6, 974	81, 881	1, 533 01
Total	7, 099, 978	1, 819, 802	1, 176, 585	10, 096, 365	166, 529 89

* In this, many letters are included, being of same rate as circulars.

† Number of letters, &c., not given.

No. 1.

Amount of letter postage on British mails received in and sent from the United States for the fiscal year ended June 30, 1857.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Cunard line	\$90, 190 63	\$117, 372 03	\$54, 175 82	\$62, 069 47	\$323, 807 95
By the Collins line	20, 091 64	31, 418 47	8, 619 30	12, 367 24	72, 496 65
By the Havre line.	4, 616 23	14, 302 85	2, 538 02	5, 664 49	27, 121 59
By the Bremen line	6, 236 71	16, 579 47	2, 883 74	6, 105 60	31, 805 53
Total	121, 135 21	179, 672 82	68, 216 88	86, 206 80	455, 231 71
Amount received.	300, 808 03	-----	154, 423 68	-----	-----
Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Cunard line	\$42, 861 43	\$109, 125 81	\$100, 399 46	-----	\$252, 386 70
By the Collins line	15, 953 17	53, 293 54	26, 307 94	-----	95, 554 65
By the Havre line.	3, 818 85	21, 767 11	10, 553 10	-----	36, 139 06
By the Bremen line	4, 321 93	22, 244 88	8, 449 12	-----	35, 015 93
Total	66, 955 38	206, 431 34	145, 709 62	-----	419, 096 34
Amount sent	273, 386 72	-----	145, 709 62	-----	-----
Amount collected in the United States					574, 194 75
Amount collected in the United Kingdom					300, 133 30
Total amount					874, 328 05
Excess collected in the United States					274, 061 45

No. 2.

Amount of letter postage on Prussian mails received in and sent from the United States for the fiscal year ended June 30, 1857.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Cunard line	\$7,891 69	\$49,493 06	\$3,876 65	\$13,391 02	\$74,652 42
By the Collins line	3,914 01	16,448 58	1,925 40	3,250 99	25,538 98
By the Havre line.	2,711 56	11,905 50	1,331 40	2,257 62	18,206 08
By the Bremen line	2,826 55	12,828 05	1,263 60	2,487 86	19,406 06
Total	17,343 81	90,675 19	8,397 05	21,387 49	137,803 54
Amount received.	108,019 00	-----	29,784 54	-----	-----

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Cunard line	\$10,646 20	\$46,921 95	\$56,071 97	-----	113,640 12
By the Collins line	3,291 86	22,689 23	18,810 90	-----	44,791 99
By the Havre line.	1,508 80	10,512 01	8,755 34	-----	20,776 15
By the Bremen line	308 03	7,238 18	2,314 56	-----	9,860 77
Total	15,754 89	87,361 37	85,952 77	-----	189,069 03
Amount sent	103,116 26	-----	85,952 77	-----	-----

Amount collected in the United States	211,135 26
Amount collected in Prussia	116,737 31
Total amount	326,872 57
Excess collected in the United States	95,397 95

No. 3.

Amount of letter postage on Havre mails received in and sent from the United States for the fiscal year ended June 30, 1857.

Received by the Havre line, unpaid	\$3,103 80	\$6,458 00
Received by the Havre line, unpaid distributed	3,354 20	
Sent by the Havre line, paid	2,163 20	5,950 34
Sent by the Havre line, paid distributed	3,787 14	
Total amount, all collected in the United States	-----	12,408 34

No. 4.

Amount of letter postage on Bremen mails received in and sent from the United States for the fiscal year ended June 30, 1857.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Bremen line	\$4,664 69	\$23,089 38	\$1,117 15	\$3,516 00	\$32,387 22
Amount received.	27,754 07	-----	4,633 15	-----	-----
Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Bremen line	\$2,189 61	\$12,344 89	\$5,161 27	-----	\$19,695 77
Amount sent.	14,534 50	-----	5,161 27	-----	-----
Amount collected in the United States					42,288 57
Amount collected in Bremen					9,794 42
Total amount					52,082 99
Excess collected in the United States					32,494 16

No. 5.

Revenue to the United States, also to the United States Post Office Department, per the Cunard line, for the fiscal year ended June 30, 1857.

Total postages on British mails by the Cunard line	-----	\$576,194 65
United States portion, $\frac{5}{8}$ being United States inland	\$120,040 51	
Add postage on 1,175,340 papers sent, at 2 cents each	23,506 80	143,547 31
The Post Office Department pays commissions to postmasters on the above, viz:		
For distribution on unpaid distributed received, \$117,372 03, at 12½ per cent	14,671 50	
For commissions to postmasters at offices where delivered on \$117,372 03, at 30 per cent	35,211 60	
For distribution on paid distributed received, \$62,069 47, at 12½ per cent	7,758 68	
For distribution on paid distributed sent, \$99,708 47, at 12½ per cent	12,463 55	
For commissions to postmasters at offices where delivered on \$99,708 47, at 30 per cent	29,912 54	
For distribution on unpaid sent, \$100,399 46, at 12½ per cent	12,549 93	
For commissions to postmasters at New York, Boston, and Philadelphia, on—		
Unpaid received, \$90,190 63, at 15 per cent	13,528 59	
Paid sent, \$42,861 43, at 15 per cent	6,429 21	
Newspaper postage, \$23,506 80, at 50 per cent	11,753 40	144,279 00
Deficit to the Post Office Department		731 69
Deduct United States inland on British mails		120,040 51
Total deficit to the Post Office Department		120,772 20

No. 6.

Revenue to the United States, also to the United States Post Office Department, per Collins line, for the fiscal year ended June 30, 1857.

Total postage on British mails by the Collins line	\$168,051 30	
Deduct British inland, rate $\frac{1}{2}$	21,006 41	
		\$147,044 89
Add postage on 461,659 newspapers sent, at 2 cents each.....		9,233 18
sea rate on Prussian closed mails, 73,858 ounces, at 40 cts.....		29,543 20
newspapers...do.....do.....20,794 papers, at 2 cts.....		415 88
sea rate on Canada.....do.....1,765 $\frac{1}{2}$ ounces, at 40 cts.....		706 30
newspapers...do.....do.....35,513 papers, at 2 cts.....		710 26
sea rate on California.....do.....3,379 $\frac{1}{2}$ ounces, at 40 cts.....		1,351 80
newspapers...do.....do.....6,493 papers, at 2 cts.....		129 86
sea rate on Havana.....do.....652 $\frac{1}{2}$ ounces, at 40 cts.....		261 00
newspapers...do.....do.....342 papers, at 2 cts.....		6 84
sea rate on Mexico.....do.....125 $\frac{1}{2}$ ounces, at 40 cts.....		50 20
newspapers...do.....do.....160 papers, at 2 cts.....		3 20
		189,456 61
The Post office Department pays the following commissions to postmasters on the above postages, viz.:		
For distribution on unpaid distributed received, \$31,418 47, at 12 $\frac{1}{2}$ per cent.....	3,927 30	
For commissions to postmasters at the offices to which directed, on \$31,418 47, at 30 per cent.....	9,425 54	
For distribution on paid distributed received, \$12,367 24, at 12 $\frac{1}{2}$ per cent.....	1,545 90	
For distribution on paid distributed sent, \$50,418 77, at 12 $\frac{1}{2}$ per cent.....	6,302 34	
For commissions to postmasters on \$50,418 77, at 30 per cent.....	15,125 63	
For distribution on unpaid sent, \$26,307 94, at 12 $\frac{1}{2}$ per cent.....	3,288 49	
For commissions to postmasters at New York, Boston, and Philadelphia, on unpaid received, \$20,091 64, at 15 per ct.....	3,013 74	
paid sent, \$15,953 17, at 15 per cent.....	2,392 97	
newspapers sent, \$9,233 18, at 50 per cent.....	4,616 59	
		49,638 50
Net revenue to the Post Office Department, with United States inland postage included		139,818 11
Deduct United States inland on British mails, $\frac{1}{2}$ of \$168,051 30		35,010 68
Total net revenue to the Post Office Department, without United States inland.....		104,807 43

No. 7.

Revenue to the United States, also to the Post Office Department, per the Havre line, for the fiscal year ended June 30, 1857.

Amount of postage on British mails	\$63,260 65	
Deduct British inland, $\frac{2}{4}$	7,907 58	
		\$55,353 07
Add postage on 234,918 newspapers sent, at 2 cents each.....		4,698 36
Add postage on Havre mails		12,587 20
Add sea rate on Prussian closed mails, 40,290 ounces, at 40 cents		16,116 00
Add newspapers on Prussian closed mails, 11,206 papers, at 2 cents.....		224 12
Add sea rate on Canada closed mails, 509 ounces, at 40 cts..		203 60
Add newspapers...do.....do.....958 papers, at 2 cents..		19 16
Add sea rate on California closed mails, 1,647 $\frac{1}{2}$ ounces, at 40 cents		658 90
Add newspapers on California closed mails, 2,995 papers, at 2 cents.....		59 90
Add sea rate on Havana closed mails, 248 ounces, at 40 cts ..		99 20
Add newspapers...do.....do.....134 papers, at 2 cents ..		2 68
Add sea rate on Mexico		18 40
Add newspapers...do.....do.....94 papers, at 2 cents ..		1 88
Total to the United States		90,042 47
The Post Office Department pays commissions to postmasters amounting to		15,793 55
		74,248 92
Net revenue, with United States inland included		
Deduct United States inland on British mails, $\frac{2}{4}$ of \$63,260 65, amounting to	13,179 30	
Add United States inland on Havre mails, $\frac{2}{5}$ of \$12,587 20, amounting to	3,146 80	
		16,226 10
Total net revenue to the United States Post Office Department, without United States inland		57,922 82

No. 8.

Revenue to the United States, also to the Post Office Department, per the Bremen line, for the fiscal year ended June 30, 1857.

Amount of postage on British mails	\$66,821 45	
Deduct British inland, $\frac{3}{4}$	8,352 68	
		\$58,468 77
Add postage on 169,549 newspapers sent, at 2 cents each....		3,390 98
Add postage on Bremen mails	52,082 99	
Deduct Bremen inland, $\frac{1}{10}$	5,208 29	
		46,874 70
Add postage on newspapers, Bremen mails		339 62
Add sea rate on Prussian closed mails, 32,718 ounces, at 40 cents.....		13,087 20
Add newspapers on Prussian closed mails, 10,221 papers, at 2 cents.....		204 42
Add sea rate on Canada closed mails, 1,938 ounces, at 40 cts..		775 20
Add newspapers...do.....do..... 4,995 papers, at 2 cts..		99 90
Add sea rate on California closed mails, 1,903 ounces, at 40 cents.....		761 20
Add newspapers on California closed mails, 3,045 papers, at 2 cents.....		60 90
Add sea rate on Havana closed mails, 276 ounces, at 40 cts..		110 40
Add newspapers...do.....do..... 134 papers, at 2 cents.....		2 68
Add sea rate on Mexico .....do..... 41 $\frac{1}{2}$ ounces, at 40 cts..		16 70
Add newspapers...do.....do..... 57 papers, at 2 cents..		1 14
Total to the United States		124,193 81
The Post Office Department pays commissions to postmasters amounting to		16,079 16
Net revenue, with United States inland included.....		108,114 65
Deduct United States inland on British mails, $\frac{3}{4}$ of \$66,821 45, amounting to	13,921 13	
Add United States inland on Bremen mails, $\frac{1}{10}$ of \$52,082 99, amounting to	26,041 49	
		39,962 62
Total net revenue to the United States Post Office Department, without United States inland.....		68,152 03

No. 9.

Revenue to the United States, also to the Post Office Department, on the correspondence exchanged between the United States and Bremen, for the fiscal year ended June 30, 1857.

Amount of postage by the Bremen line.....	\$52,082 99
Deduct Bremen portion, inland, one-tenth.....	5,208 29
	46,874 70
Add newspaper postage.....	339 62
	47,214 32
The Post Office Department pays commissions to postmasters.....	16,079 16
Revenue to the Post Office Department, with United States inland included.....	31,135 16
Deduct the United States inland, five-tenths.....	23,437 35
	7,697 81
Revenue to the Post Office Department.....	

No. 10.

Receipts and disbursements in closed mails between the United States and the kingdom of Prussia for the fiscal year ended June 30, 1857.

RECEIPTS.		
Amount of postage on paid and unpaid sent.....	\$189,069 03	
Deduct Prussian inland, $\frac{3}{10}$	44,116 10	\$144,952 93
Amount of postage on paid and unpaid received.....	137,803 54	
Deduct Prussian inland, $\frac{3}{10}$	22,967 25	114,836 29
Add newspaper postage on 59,441, at 4 cents.....		2,377 64
		262,166 86
DISBURSEMENTS.		
Amount paid Great Britain for carrying 117,638 ounces, at 57½ cents, and 77,031 ounces, at 65½ cents.....	118,097 15	
Amount paid Collins line for carrying 73,858 ounces, at 40 cts.	29,543 20	
Do " " " 20,794 papers, at 2 "	415 88	
Do Havre " " 40,290 ounces, at 40 "	16,116 00	
Do " " " 11,206 papers, at 2 "	224 12	
Do Bremen " " 32,718 ounces, at 40 "	13,087 20	
Do " " " 10,221 papers, at 2 "	204 42	
Commissions paid United States postmasters.....	85,445 74	
		263,133 71
Deficit to the United States Post Office Department		966 85

No. 11.

Statement of the number of letters and newspapers, and the amount of postages thereon, conveyed by the various lines of ocean steamers for the fiscal year ended June 30, 1857.

Names of the lines.	Offices.	Number of letters.	Number of papers.	Postage on letters received.	Postage on letters sent.	Total.
New York, Chagres, and California	New York	1,206,382	2,862,858	\$89,375 82	\$71,996 81	\$161,272 63
	Boston	347,133	856,107	23,173 16	16,528 58	39,701 74
	Philadelphia	102,134	207,927	6,004 04	4,835 88	10,839 92
	St. Louis	121,402	110,000	5,924 43	6,709 36	12,633 79
	New Orleans	106,655	-----	6,557 83	5,382 78	11,840 61
	Charleston	288	51	27 22	6 17	32 39
	Savannah	6,813	-----	615 32	-----	615 32
	Baltimore	38,220	31,574	2,700 18	1,588 46	4,288 64
	Washington	34,621	50,398	839 05	1,437 56	1,437 56
	Chicago	204,187	96,307	12,272 79	10,243 27	22,516 06
	Cincinnati	60,925	-----	3,063 66	3,948 24	7,011 90
Add to letter postage the postage on papers, at 1 cent each.		2,227,780	4,215,222	150,543 50	121,647 06	272,190 56
Total postage						42,152 22
Charleston and Havana	Charleston	34,126	18,862	2,789 89	1,205 01	3,994 90
	Savannah	26,724	30,219	692 76	763 59	1,396 35
Add postage on papers, at 2 cents each.		60,850	49,081	3,422 65	1,968 60	5,391 25
Total postage						981 62
						6,372 87

STATEMENT—Continued.

Names of the lines.	Offices.	Number of letters.	Number of passengers.	Postage on letters received.	Postage on letters sent.	Total.
New Orleans and Vera Cruz.....	New Orleans.....	15,863	-----	\$1,490 24	\$1,612 28	\$3,102 52
Total postages.....						3,102 52
West India islands.....	Various offices.....	286,453	102,465	21,445 61	19,425 52	40,871 13
Add postage on papers, at 2 cents each.....						2,049 30
Total postages.....						42,920 43
Panama.....	Various offices.....	36,390	27,326	3,953 23	8,505 51	12,458 74
Add postage on papers, at 4 cents each.....						1,093 04
Total postages.....						13,551 78
Aggregate total postages.....						380,290 38

No. 12.—*Number of letters and newspapers exchanged between the United States and the United Kingdom in British mails for the fiscal year ended June 30, 1857.*

	Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By the Cunard line.....	1,434,322	1,224,021	2,658,343	968,083	1,175,340	2,143,423
By the Collins line.....	296,766	399,168	694,934	149,837	461,659	611,496
By the Havre line.....	104,886	148,676	253,562	79,659	234,918	314,477
By the Bremen line.....	126,168	146,069	272,237	83,107	169,549	252,656
Total.....	1,961,142	1,917,934	3,879,076	1,280,686	2,041,466	3,322,052

No. 13.

Number of letters and newspapers exchanged between the United States and the kingdom of Prussia, in closed mails, for the fiscal year ended June 30, 1857.

	Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By the Cunard line.....	242, 173	363, 637	605, 810	14, 091	34, 363	48, 453
By the Collins line.....	82, 701	148, 263	230, 964	6, 531	14, 130	20, 661
By the Havre line.....	58, 988	67, 878	126, 866	4, 824	6, 382	11, 206
By the Bremen line.....	62, 818	31, 869	94, 687	5, 491	4, 667	10, 058
Total.....	446, 680	611, 647	1, 058, 327	30, 937	59, 441	90, 378

No. 14.

Number of letters and newspapers exchanged between the United States and Bremen, in Bremen mails, for the fiscal year ended June 30, 1857.

Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
Received.	Sent.		Received.	Sent.	
201, 217	131, 113	332, 330	12, 860	16, 981	29, 841

No. 15.—*Closed mail account.*

Letters.	Prussian, re- ceived.	Prussian, sent.	Canada, re- ceived.	Canada, sent.	California, received.	California, sent.	Havana, re- ceived.	Mexico, re- ceived.
	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>	<i>Ounces.</i>
Cunard line.....	77, 031	117, 638	127, 585½	118, 524½	10, 888	1, 873½	6, 123½	1, 160
Collins line.....	26, 906	46, 952	1, 023½	742½	2, 637	743½	663½	125½
Havre line.....	19, 382	20, 908	1, 116½	392½	1, 190½	456½	248	46
Bremen line.....	19, 468	13, 250	90	1, 848	1, 180½	722½	276	41½
West India mail.....					485½			
Total.....	142, 787	198, 748	128, 815½	121, 507½	16, 331½	3, 794	7, 299½	1, 373½
Newspapers.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
Cunard line.....	14, 050	34, 215	546, 620	388, 158	21, 265	1, 524	7, 924	3, 182
Collins line.....	6, 613	14, 181	28, 389	7, 124	5, 925	668	342	160
Havre line.....	4, 824	6, 382	423	635	2, 692	303	194	94
Bremen line.....	5, 101	5, 120	407	4, 588	2, 478	567	134	57
West India mail.....					4, 726			
Total.....	30, 588	59, 898	575, 839	400, 405	37, 086	2, 962	8, 534	3, 493

No. 16.—*Amount of postages accounted for on foreign dead letters returned to and sent from the United States, with the various offices of exchange, for the fiscal year ended June 30, 1857.*

United Kingdom to United States.....	\$2, 104 18	United States to United Kingdom.....	\$10, 102 40
Kingdom of Prussia to United States.....	616 41	United States to Kingdom of Prussia.....	1, 167 47
Bremen to United States.....		United States to Bremen.....	509 00

The United Kingdom of Great Britain and Ireland in account with the United States of America for the fiscal year ended June 30, 1857, (service of the Post Office Department.)

POSTMASTER GENERAL.

1109

Dr.	1856. 3d quarter.	1856. 4th quarter.	1857. 1st quarter.	1857. 2d quarter.	Total.
MAILS SENT.					
For postage on unpaid letters from United States for United Kingdom.	\$15,764 31	\$14,880 29	\$14,323 80	\$14,458 26	\$59,426 66
For postage on unpaid letters in transit, &c.	678 91	658 79	625 49	898 84	2,862 03
For postage on newspapers in transit, &c.	5 15	9 42	5 82	2 68	23 07
For postage on mislaid, redirected, and returned letters.	11 56	7 01	4 24	10 58	33 39
MAILS RECEIVED.					
For postage on paid letters from United Kingdom for United States.	13,997 29	15,252 36	13,221 96	11,995 17	54,466 78
For postage on paid registered letters from United Kingdom for United States.	325 92	393 73	387 05	436 26	1,542 96
For postage on paid letters from foreign countries for United States.	758 08	833 44	496 64	493 12	2,581 28
For postage on paid letters for foreign countries in transit, &c.	7 18	6 02	2 70	4 80	20 70
For postage on closed mails in transit through United States.	15,714 85	15,894 23	17,494 58	15,865 65	64,969 30
For postage on loose letters, (collected on ships).	66 55	39 36	24 82	30 95	161 68
For postage on dead letters returned to London.	2,512 74	2,608 74	2,565 90	2,415 02	10,102 40
For overcharges, &c., on various letters and packages.	4 70	1 21	24	-----	6 15
	49,847 24	50,584 59	49,153 24	46,611 33	196,196 40
Cr.					
MAILS RECEIVED.					
For postage on unpaid letters from United Kingdom for United States.	36,638 28	35,609 20	44,218 70	41,105 30	157,571 48
For postage on unpaid letters from foreign countries, &c.	3,693 63	3,442 08	4,548 31	3,802 75	16,475 76

No. 17—Continued.

Ch.	1856. 3d quarter.	1856. 4th quarter.	1857. 1st quarter.	1857. 2d quarter.	Total.
MAILS RECEIVED—Continued.					
For postage on unpaid newspapers in transit, &c.	\$385 44	\$270 08	\$343 40	\$401 44	\$1,300 36
For postage on mislent, redirected, and returned letters.	53 00	45 87	43 65	37 59	179 11
For postage on closed mails in transit through United Kingdom	31,868 92	35,633 94	42,868 81	40,517 23	150,868 90
MAILS SENT.					
For postage on paid letters from United States for United Kingdom.	25,059 76	29,561 42	28,473 20	31,997 91	115,092 29
For postage on paid letters for foreign countries, &c	2,573 28	2,425 89	2,231 21	2,214 23	9,444 60
For postage on paid newspapers for countries in transit, &c	210 70	244 44	237 92	264 64	957 70
For postage on loose letters, (collected on ships)	8 33	1 98	3 36	-----	13 67
For postage on dead letters returned to Washington	754 96	468 18	339 36	541 68	2,104 18
For postage on paid letters and papers to West India ports, &c.	1,552 50	1,491 54	1,615 57	1,575 42	6,235 03
For postage on paid registered letters from United States for United Kingdom	256 15	287 04	294 70	449 87	1,287 76
For overcharges on various letters and packages.	5 76	3 48	26 02	9 12	38 38
For this amount, difference in settlement of 1st quarter.	-----	-----	-----	546 07	546 07
	102,939 70	109,485 14	125,233 21	123,457 24	461,115 29
Balances in favor of the United Kingdom.	53,092 46	58,900 55	76,079 97	76,845 91	264,918 89

No. 18.—*The Kingdom of Prussia in account with the United States for the fiscal year ended June 30, 1857, (service of the Post Office Department.)*

	1856. 3d quarter.	1856. 4th quarter.	1857. 1st quarter.	1857. 2d quarter.	Total.
Dr.					
MAILS SENT.					
For postage on unpaid letters from United States.....	\$14,982 66	\$16,212 01	\$16,846 58	\$16,487 09	\$64,538 34
For postage on unpaid letters in transit, &c.....	442 44	550 42	533 12	583 52	2,079 50
For postage on letters mis sent, redirected, &c.....	3 14	97	1 84	1 09	6 04
MAILS RECEIVED.					
For postage on paid letters from Prussia.....	5,554 25	5,803 58	6,637 72	5,710 98	23,706 53
For postage on paid newspapers.....	266 36	274 73	341 44	348 17	1,230 69
For postage on paid letters from foreign countries, &c.....	78 39	70 52	101 61	81 18	1,331 70
For postage on dead letters returned to Berlin.....	296 41	643 28	227 78	-----	1,167 47
Cr.					
MAILS SENT.					
For postage on paid letters for Prussia.....	21,622 65	23,525 50	24,690 09	23,212 03	93,050 27
For postage on paid letters for States beyond, &c.....	5,045 71	5,453 55	5,768 60	5,687 38	21,955 24
For postage on paid letters for States beyond, &c.....	1,032 64	1,294 86	1,253 52	1,198 93	4,829 95
For postage on paid newspapers for Prussia.....	286 17	286 65	296 84	332 82	1,202 48
MAILS RECEIVED.					
For postage on unpaid letters from Prussia.....	3,504 60	3,630 95	4,680 50	3,904 05	16,720 10
For postage on unpaid letters from States beyond, &c.....	1,134 13	1,109 36	1,604 94	1,274 88	5,123 31
For postage on letters mis sent, redirected, &c.....	15 99	25 80	26 76	27 03	95 17
For postage on dead letters returned to Washington.....	166 14	140 02	149 89	160 36	616 41
For overcharges on various letters, packages, &c.....	72	3 74	45	1 36	6 27
	11,236 10	1,944 93	13,781 09	12,586 81	49,548 93
Balances in favor of the United States.....	10,386 55	11,580 57	10,909 00	10,625 22	43,501 34

No. 19.

The Post Office of Bremen in account with the United States of America for the fiscal year ended June 30, 1857, (service of the Post Office Department.)

Dr.	1856. 3d quarter.	1856. 4th quarter.	1857. 1st quarter.	1857. 2d quarter.	Total.
MAILS SENT.					
For postage on unpaid letters from the United States for Bremen.....	\$1,326 60	\$1,267 57	\$1,237 41	\$1,178 23	\$4,999 81
For postage on unpaid letters from the United States for States beyond.....					
For postage on unpaid letters from foreign countries, &c.....	38	29		24 75	24 75
For postage on missent, redirected, &c., letters.....	1 31	1 23	2 06	1 46	6 06
MAILS RECEIVED.					
For postage on paid letters from Bremen for the United States.....	870 69	1,164 73	953 59	932 78	3,911 79
For postage on paid letters from States beyond.....					
For postage on paid letters for countries beyond the United States.....	23 08	38 10	29 26	36 36	126 80
For postage on paid newspapers from Bremen.....	59 44	78 09	50 12	53 67	241 32
For postage on paid pamphlets from Bremen.....					
For postage on dead letters returned to Bremen.....	163 14		179 12	166 74	509 00
	3,444 64	2,550 01	2,441 56	2,383 99	9,820 20
Cr.					
MAILS RECEIVED.					
For postage on unpaid letters from Bremen for United States.....	65 29	78 70	41 38	53 04	238 41
For postage on unpaid letters from States beyond.....	1,935 59	2,493 34	2,613 57	1,849 83	8,890 33
For postage on unpaid letters for countries beyond United States.....					
For postage on missent, redirected, &c., letters.....	99 71	21 89	5 40	13 21	140 21

MAILS SENT.

For postage on paid letters from the United States for Bremen.....	26 19	28 49	23 23	48 13	125 04
For postage on paid letters from the United States for States beyond..	1,406 40	1,340 69	1,319 35	1,396 16	5,462 60
For postage on paid letters from countries beyond the United States..					
For postage on paid newspapers from the United States for Bremen..	33 36	41 38	38 37	65 08	168 19
For postage on paid registered letters from Bremen for United States.	29 48	23 97	42 12	24 78	120 35
For postage on dead letters returned to Washington.....					
	3,593 02	4,028 46	4,073 42	3,450 23	15,145 13
Balance due Bremen.....	1,148 38	1,478 45	1,631 86	1,066 24	5,324 93

No. 20.

The post office of Hamburg in account with the United States of America for the fiscal year ended June 30, 1857, (service of the Post Office Department.)

Dr.		
MAILS SENT.		
For postage on unpaid letters from the United States for Hamburg.....	\$61 15	
For postage on unpaid letters from the United States for States beyond Hamburg		
For postage on unpaid letters from foreign countries, &c		
For postage on missent, redirected, returned, &c., letters.....		
MAILS RECEIVED.		
For postage on paid letters from Hamburg for the United States.....	235 70	
For postage on paid letters from States beyond Hamburg for United States.....		
For postage on paid letters for countries beyond the United States.....		
For postage on paid newspapers, &c., from Hamburg for the United States.....		
	296 85	
Cr.		
MAILS RECEIVED.		
For postage on unpaid letters from Hamburg for the United States	273 20	
For postage on unpaid letters from States beyond Hamburg.....		
For postage on unpaid letters for countries beyond the United States.....		
For postage on missent, redirected, returned, &c., letters.....	65	
MAILS SENT.		
For postage on paid letters from the United States for Hamburg	40 15	
For postage on paid letters from the United States for States beyond Hamburg		
For postage on paid letters from countries beyond the United States for Hamburg		
For postage on paid newspapers, &c , from the United States for Hamburg.....		
	314 00	
Balance in favor of Hamburg	17 15	

No. 21.

Balances due the United Kingdom on the adjustment of the accounts between the United States and the United Kingdom for the fiscal year ended June 30, 1857.

Third quarter, 1856	\$53,092 46
Fourth quarter, 1856.....	58,900 55
First quarter, 1857.....	76,079 97
Second quarter, 1857	76,845 91
Total.....	264,918 89

No. 22.

Balances due the United States on the adjustment of the accounts between the United States and the Kingdom of Prussia for the fiscal year ended June 30, 1857.

Third quarter, 1856.....	\$10,386 55
Fourth quarter, 1856.....	11,580 57
First quarter, 1857.....	10,909 00
Second quarter, 1857.....	10,625 22
Total.....	43,501 34

No. 23.

Balances due Bremen on the adjustment of the accounts between the United States and Bremen for the fiscal year ended June 30, 1857.

Third quarter, 1856.....	\$1,148 38
Fourth quarter, 1856.....	1,478 45
First quarter, 1857.....	1,631 86
Second quarter, 1857.....	1,066 24
Total.....	5,324 93

No. 24.

Revenue derived by the United States from the postages on British mails, under the postal treaty with Great Britain, for the fiscal year ended June 30, 1857.

RECEIPTS.		
Amount of letter postage collected by the United States....	\$574,194 75	
Amount of newspaper postage collected by the United States.....	42,868 46	\$617,063 21
DISBURSEMENTS.		
Amount paid Great Britain, difference on British mails, as per account current.....	264,918 89	
Amount paid in commissions to United States postmasters, viz:		
On mails per the Cunard line.....	144,279 00	
On mails per the Collins line.....	49,638 50	
On mails per the Havre line.....	15,793 55	
On mails per the Bremen line.....	16,079 16	490,709 10
Total revenue from British mails, with the United States inland included.....		126,354 11
Deduct the United States inland on letter mails, viz:		
Per the Cunard line.....	120,040 51	
Per the Collins line.....	35,010 68	
Per the Havre line.....	13,179 30	
Per the Bremen line.....	13,921 13	
Newspapers, per the Cunard, Collins, Havre, and Bremen lines.....	20,414 66	202,566 28
Total deficit on British mails for ocean postage.....		76,212 17

No. 25.

Amount of letter postage on French mails received in and sent from the United States from April 1, 1857, to June 30, 1857.

Received.	Unpaid.	Unpaid distrib'd.	Paid.	Paid distributed.	Total.
By the Cunard line	\$2, 182 48	\$2, 631 94	\$5, 242 22	\$3, 552 48	\$19, 609 22
By the Collins line	85 74	238 44	123 91	148 93	597 02
By the Havre line	354 97	405 57	547 09	269 57	1, 577 20
By the Bremen line.....	246 85	462 81	420 57	621 06	1, 651 29
Total.....	2, 870 04	3, 738 76	6, 333 89	4, 492 04	17, 434 73
Amount received.....	6, 608 80	-----	10, 825 93	-----	-----
Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distrib'd.	Total.
By the Cunard line	\$4, 104 98	\$4, 701 92	\$7, 466 49	-----	\$16, 273 39
By the Collins line	547 72	996 03	1, 023 41	-----	2, 567 16
By the Havre line	763 94	1, 739 48	1, 243 95	-----	3, 747 37
By the Bremen line.....	203 29	547 64	414 61	-----	1, 165 54
Total.....	5, 619 93	7, 985 07	10, 148 46	-----	29, 763 46
Amount sent.....	18, 605 00	-----	10, 148 46	-----	-----
Amount collected in the United States	\$20, 213 80				
Amount collected in France.....	20, 974 39				
Total amount.....	41, 188 19				
Excess collected in France	760 59				

No. 26.

Number of letters and newspapers exchanged between the United States and France from April 1, 1857, to June 30, 1857.

	Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By the Cunard line.....	83,722	102,843	186,565	20,609	40,793	61,402
By the Collins line.....	3,503	16,027	19,530	767	6,240	7,007
By the Havre line.....	6,403	22,482	28,885	3,181	8,489	11,670
By the Bremen line.....	9,985	7,603	17,588	4,735	2,897	7,632
Total.....	103,613	148,955	252,568	29,292	58,419	87,711

No. 27.

Amount of letter postage on Hamburg mails received in and sent from the United States for the fiscal year ended June 30, 1857.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
By the Hamburg line	\$314 00	\$168 80	\$279 90	\$147 50	\$910 20
Total.....	314 00	168 80	279 90	147 50	910 20
Amount received.....	482 80	-----	427 40	-----	-----

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
By the Hamburg line	\$71 20	\$9 10	\$69 10	-----	\$149 40
Total.....	71 20	9 10	69 10	-----	149 40
Amount sent	80 30	-----	69 10	-----	-----

Amount collected in the United States.....	\$563 10
Amount collected in Hamburg	496 50
Total amount.....	1,059 60
Excess collected in the United States.....	66 60

No. 28.

Number of letters and newspapers exchanged between the United States and Hamburg for the fiscal year ended June 30, 1857.

	Number of letters—		Total letters.	Number of newspapers—		Total newspapers.
	Received.	Sent.		Received.	Sent.	
By the Hamburg line..	9,102	1,504	10,606	727	485	1,212
Total.....	9,102	1,504	10,606	727	485	1,212

No. 29.

Amounts reported due the steamers on the Bremen line, being the gross amount of postages accruing to the United States.

Steamers.	Round trips.	Amount.
Ariel.....	Between June 13 and July 29, 1857.....	\$9,804 19
North Star.....	Between July 11 and August 24, 1857.....	9,158 96
Ariel.....	Between August 8 and September 23, 1857.....	8,857 59
North Star.....	Between September 5, and October 22, 1857.....	9,165 14

No 30.

Amounts reported due the steamers on the Havre line, being the gross amount of postages accruing to the United States.

Steamers.	Round trips.	Amount.
Fulton.....	Between 27th June and 10th August, 1857.....	\$7,498 06
Arago.....	Between 25th July and 7th September, 1857.....	7,026 10
Fulton.....	Between 22d August and 6th October, 1857.....	7,065 72

No. 31.

Postages on the mails received and sent between the United States and the British Provinces for the fiscal year ended June 30, 1857.

Amount of mails received unpaid.....	\$31,709 63	\$71,809 72
Amount of mails received paid.....	40,100 09	
Amount of mails sent unpaid.....	29,468 86	75,292 30
Amount of mails sent paid.....	45,823 44	
Total amount.....		147,102 02
Collected in the United States.....	77,533 07	7,964 12
Collected in the British Provinces.....	69,568 95	

No. 32.

The General Post Office of France in account with the United States of America from the 1st of April, 1857, to the 30th June, 1857, (service of the Post Office Department.)

	1857. 2d quarter.	Total.
DR.		
MAILS SENT.		
For postage on unpaid letters from the United States for France and Algeria.....	\$2,372 93	
For postage on unpaid letters from the United States for countries beyond France.....	1,215 80	
For postage on letters not prepaid, &c., for France and Algeria.....	106 08	
For postage on letters not prepaid, &c., for countries beyond France.....	62 86	
For postage on letters badly directed by the French post offices, and returned, &c.....	33	
For postage on letters re-sent, &c.....	4 89	
MAILS RECEIVED.		
For postage on letters for the United States, prepaid, &c., from France and Algeria.....	2,782 13	
For postage on letters for the United States, prepaid, &c., from countries beyond France.....	817 96	
For postage on prepaid letters for countries beyond the United States from France, &c.....	281 00	
For postage on prepaid letters for countries beyond the United States from countries beyond France.....	3 36	
For postage on loose letters (collected on ships).....		
For postage on dead letters returned to France.....		
For overcharges on various letters, &c.....		
		\$7,647 34

STATEMENT—Continued.

	1857. 2d quarter.	Total.
CR.		
MAILS RECEIVED.		
For postage on unpaid letters from France and Algeria for the United States.....	\$3, 125 09	
For postage on unpaid letters from France and Algeria for countries beyond the United States.....	10 32	
For postage on letters not prepaid, &c., for the United States.....	2, 963 11	
For postage on letters not prepaid, &c., for countries beyond the United States.....		
For postage on letters badly directed by United States post offices and returned, &c.....	12	
For postage on letters re-sent, &c.....	8 98	
MAILS SENT.		
For postage on letters for France and Algeria from the United States.....	5, 932 95	
For postage on letters for France and Algeria from countries beyond the United States.....	65 19	
For postage on prepaid letters for countries beyond France from the United States.....	2, 875 04	
For postage on prepaid letters for countries beyond France from countries beyond the United States.....		
For postage on loose letters (collected on ships).....		
For postage on dead letters returned to Washington.....	21 12	
For overcharges on various letters, &c.....		
		\$15, 001 93
Balance in favor of France.....		7, 354 58











